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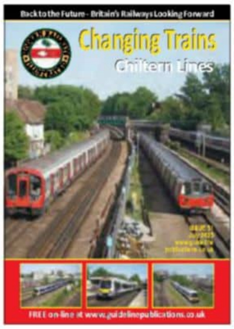
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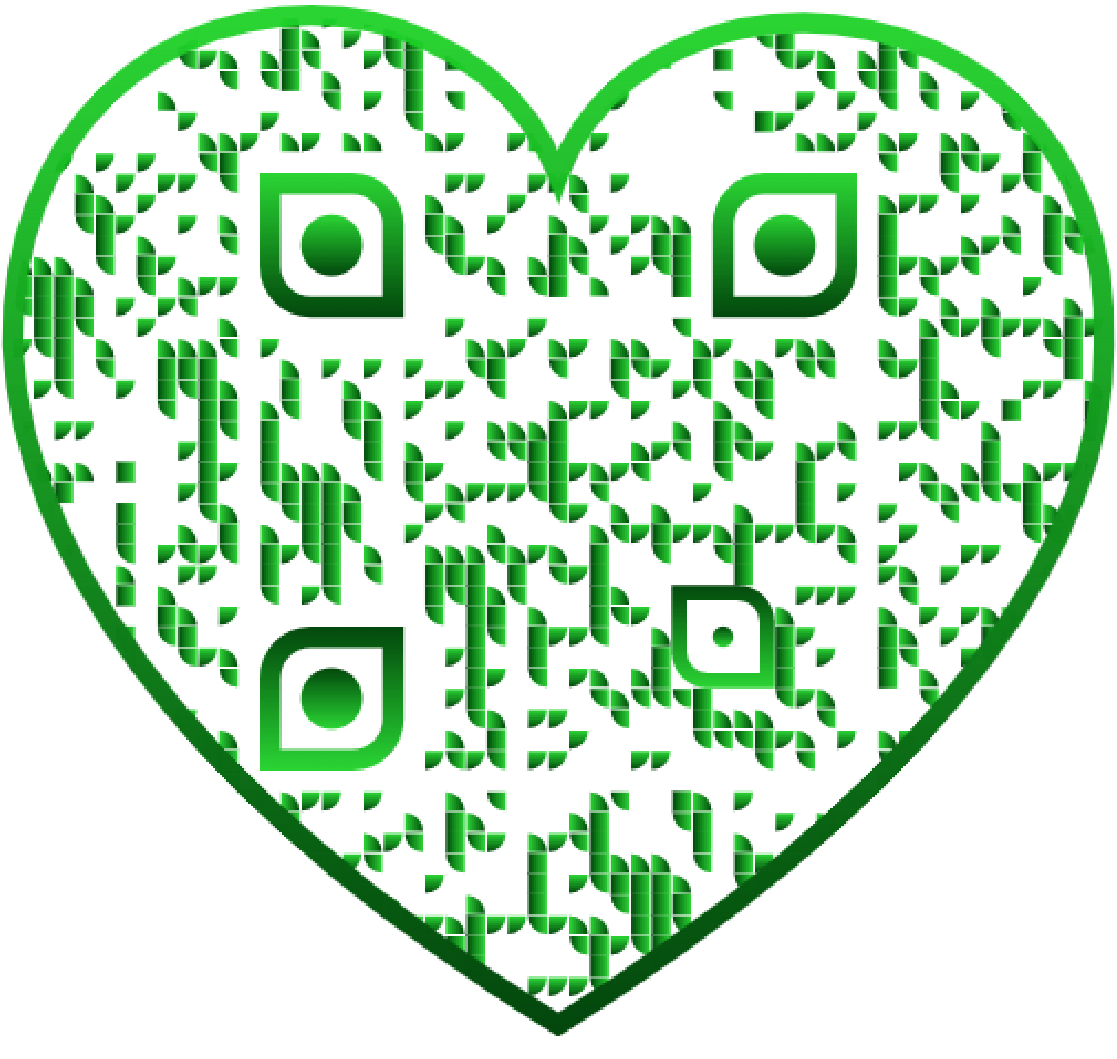

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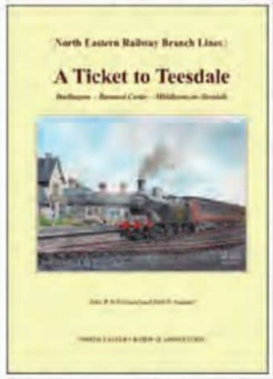

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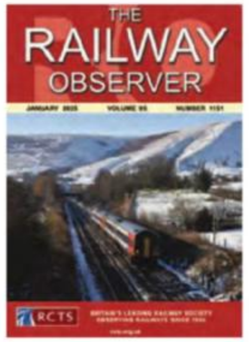

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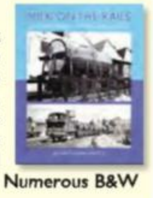

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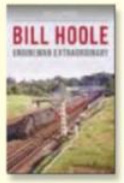

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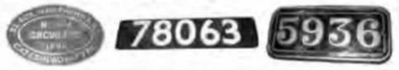

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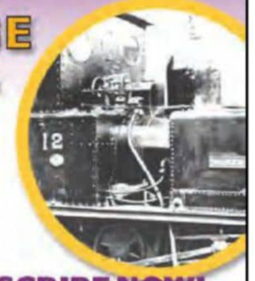

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Cover. Britannia Pacific *Apollo* has been sent from Stockport Edgeley Shed for a mileage examination using Bolton's wheel drop. There was work needed on the leading driving axle so it was removed and sent away to Eastleigh Works on the Southern Region for repair. The handrails have been removed from the blinker with hand holes substituted by Western Region in the early 1950s when allocated to Old Oak Common. It was a well-kept engine and remained at Edgeley for another year before being transferred to Kingmoor where all the latter-day Britannias ended up. However, it only lasted two months at Kingmoor before withdrawal in August 1967. *(Jon Guilbert. See artcle on pages 492-499)*

THIS MONTH'S FEATURES

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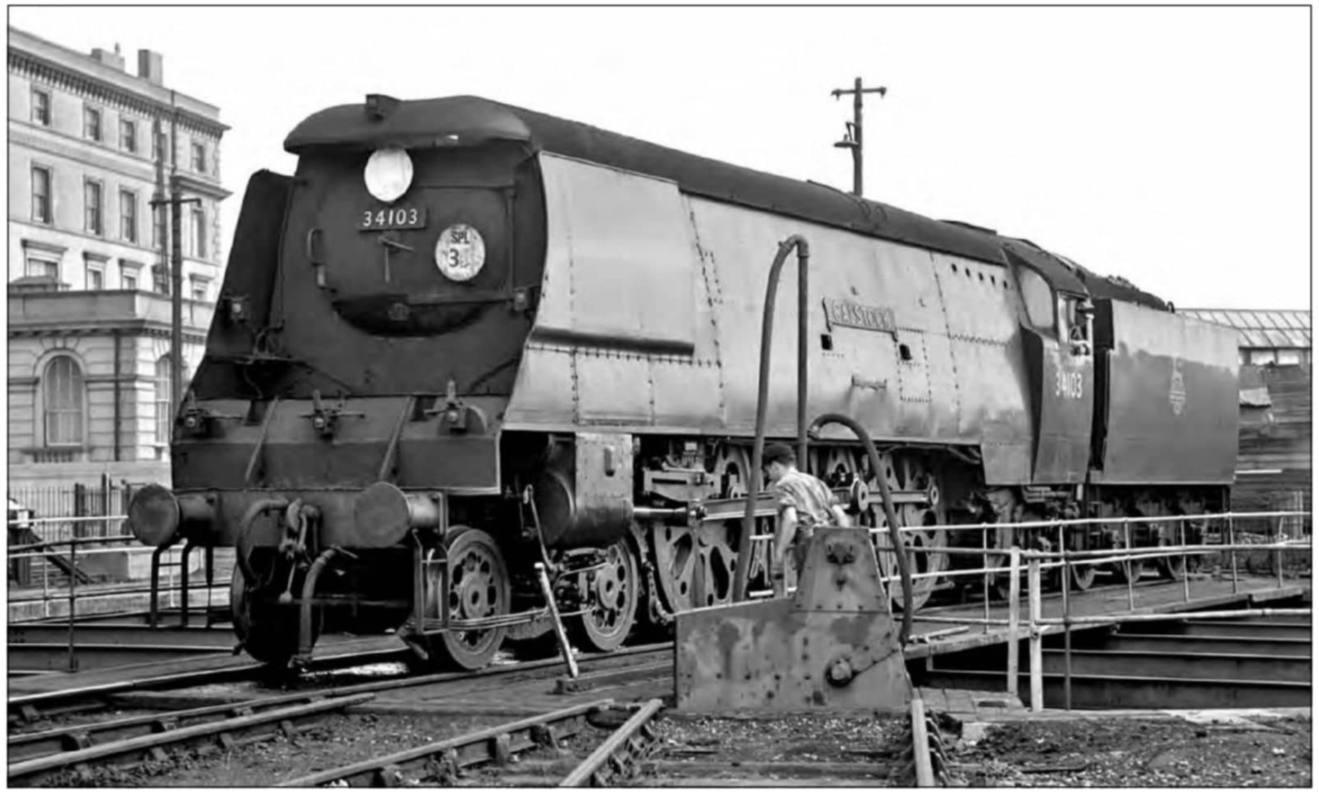

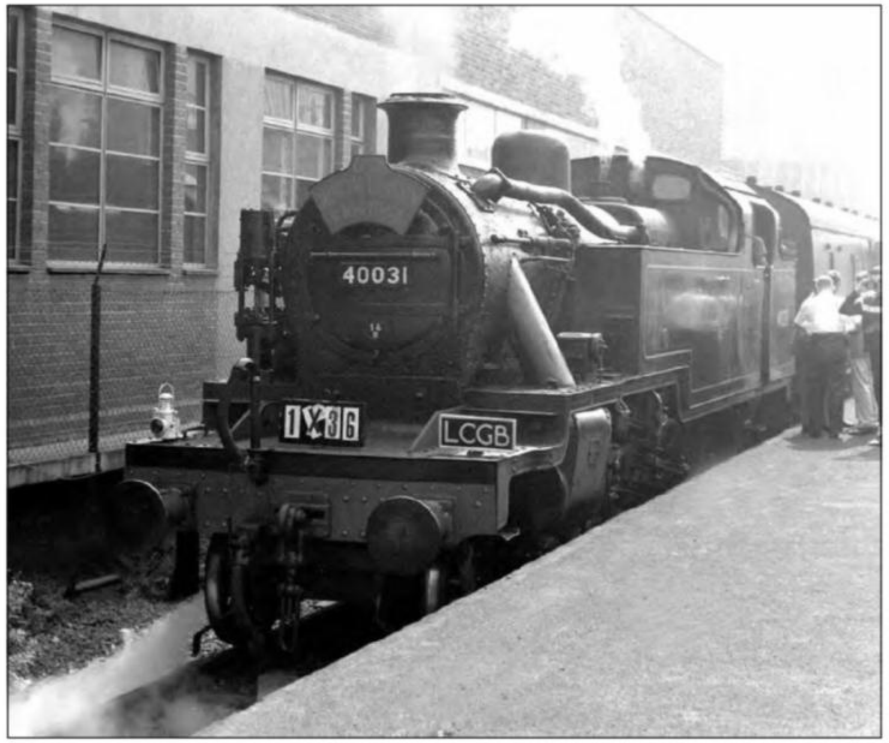

Above. On 2nd September 1961 the Locomotive Club of Great Britain was responsible for running their 'North London Rail Tour', seen here pausing at Wembley Stadium station early in the day. *(Transport Treasury. See article on pages 532-537)*

Left. According to Richard Hands, his father had a penchant for locos being turned and here is a classic example of the genre with West Country light Pacific No.34103 *Calstock* from Stewarts Lane on the Dover 'table during the summer of 1956. The unmistakeable Lord Warden Hotel is seen to the left of the loco. If there was an intention to add the heraldic shield of Calstock in the significant gap between the name and the scroll, as with others of the class, this was never carried out despite the town possessing the local parish council of *Sable, Cross Argent, Calstock Viaduct Argent, Two Strawberries Gules, Daffodil Or, Engine House Argent and Picaxe Argent*. Entering traffic in February 1950, it remained in its original air-smoothed condition and was withdrawn from Eastleigh shed during September 1965 and ended up at the Buttigieg yard, Newport where it lingered until despatched during April 1966. *(Gordon Hands. Caption Nick Deacon)*

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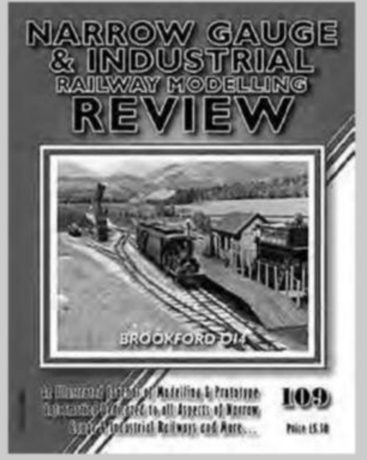

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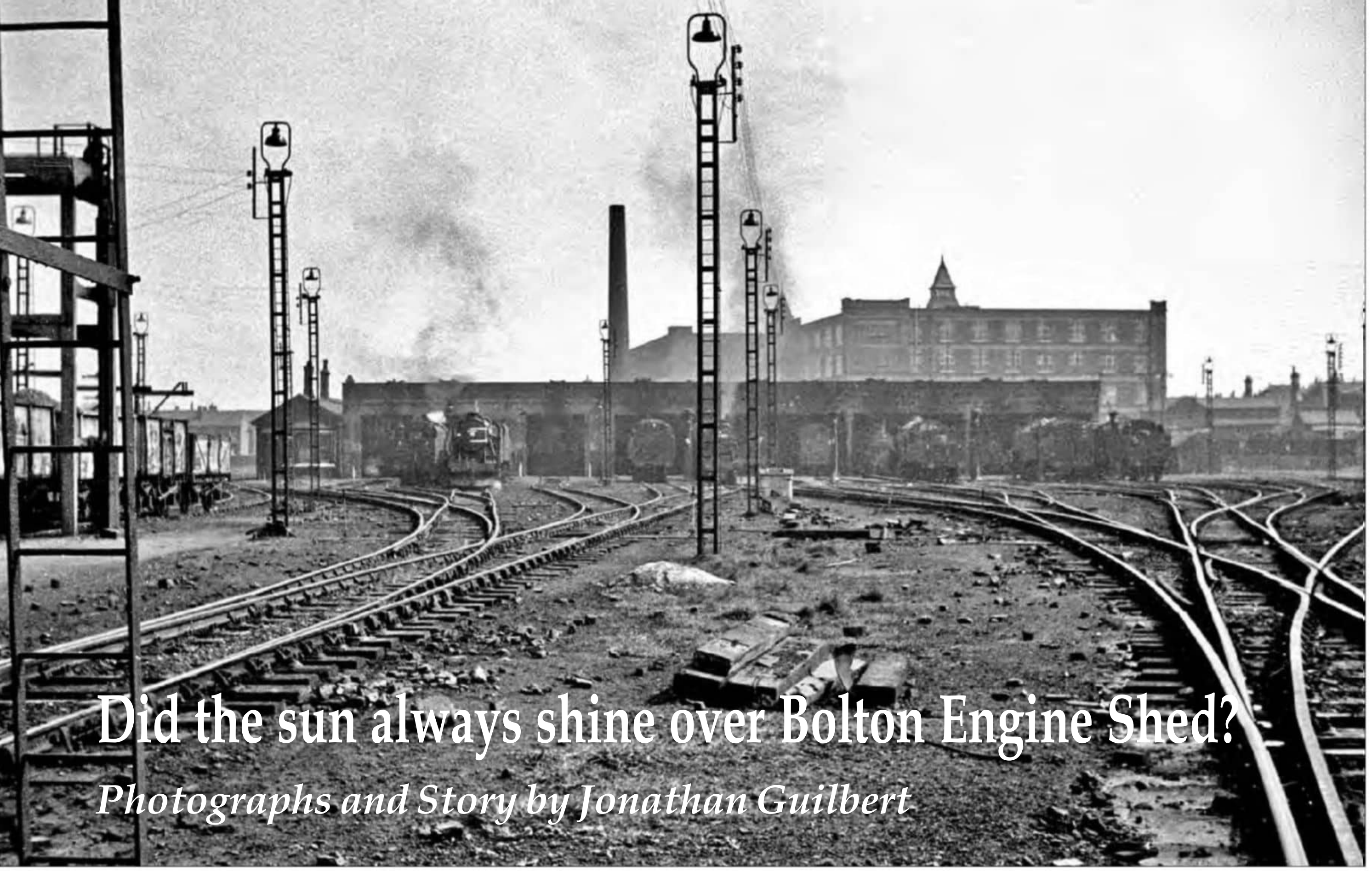
Did the sun always shine over Bolton Engine Shed?

Photographs and Story by Jonathan Guilbert



Bolton Shed on my first visit on 30th April 1966. 11 roads and packed with locos. Behind looms Bee Hive Mill No 1, one of many cotton mills that surrounded the area. Even though it's a Saturday afternoon several locos are brewing for their next job.

I visited the engine shed probably half a dozen times between 1966 and its closure in 1968. When I think back to those visits I think of warm sunny Saturdays and the sweet smell of coal smoke growing stronger as I walked along Crescent Road before turning left into Back Dobie Street, a short alley between terraced houses and a sweet shop. The shed entrance was immediately in front of me with Stanier Class 5s and 8Fs parked only a few yards inside. A big black and white notice proclaimed 'Trespassers will be Prosecuted' but the gates were always open and so, like many spotters, I just walked right in.

With shed code 9K Bolton was a straight dead end shed with 11 roads. The original shed was built in 1874 by the Lancashire and Yorkshire Railway and modernised by the LMS in the 1937 with a coaling tower, ash handling pit and a new roof. It had the advantage of having a wheel drop, which other sheds in the area like Edgeley or Heaton Mersey did not. A wheel drop was a pit where a section of rail could be lowered by a hydraulic ram to drop wheels out of locomotives without having to lift the loco in the air. Once the wheels had been dropped below the loco the rail section was put back and the engine, minus a pair of driving wheels, shunted away. The wheels could then be retrieved from the pit for axle box examination and repair. This device was important for routine mileage exams and avoided having to send engines to the Main Works.

On Saturday 30th April 1966, my first visit to the shed, I was impressed with the mix of 65 locos present. Only five were on the scrap line:

15 x LMS Stanier class 8Fs
7 x LMS Ivatt class 2MT tender engines 'Micky Mouses'
6 x BR Standard class 5s
8 x LMS Fairburn Tanks class 4MT
3 x LMS Stanier Tanks class 4MT
4 x LMS Ivatt class 4MT tender engines 'Doodlebugs'
2 x LMS Stanier class 5MT 2-6-0 tender engines 'Lobsters'
19 x LMS Stanier class 5MT 4-6-0 'Black Fives'
1 x BR Britannia 7P6F Apollo

The Britannia, No.70015, had come over from Edgeley Shed, Stockport, for attention on the wheel drop and was minus its leading driving wheels. A few of the other engines on shed were quite clean and well cared for by the '22.55 Club', a loosely formed group of local enthusiasts who gave up their weekends to clean the locos they loved. '22.55 Club' referred to the departure time from Manchester Victoria of the last regular steam-hauled express on BR, the 'Belfast Boat Express', which survived, hauled by steam, until late May 1968. Steve Leyland, a member of the club and a regular on 'The Boat,' explains in his book *British Railways Steam 1968 the final Chapter*, how difficult it was to clean some of the engines at Bolton, particularly ones that hadn't seen a cleaning rag for years. The crust from soot, oil and rail dust was baked onto the paintwork. There were also several young lads who signed on at Bolton and delayed their careers to become firemen and savour the last working months on mainline steam before it disappeared.

By the time I started visiting the shed the majority of the work was pickup goods, station pilot duties, and coal trains from the remaining collieries in the area. Maybe with the odd enthusiasts' special throw in if BR officialdom allowed them to run. Locos from Bolton got as far as my local electric line to Bury delivering coal to Crumpsall Coal Yard from Astley Green Colliery west of Manchester. Why this wasn't a Newton Heath job, a shed that was much closer, is shrouded in the mists of time.

There could be a particularly nasty smell associated with that part of Bolton coming from the Tannery factory immediately north of the shed, which at times was so intense it was nauseating. When I visited the shed 18 months later in October 1967 my notes show 9 engine on the scrap line, with three 8Fs, four Black 5s and two Standard Class 5s. The rest of the shed had 24 active steamers of a much reduced variety:

9 x LMS Stanier class 8Fs
3 x BR Standard class 5s
12 x LMS Stanier class 5MT 4-6-0 'Black Fives'

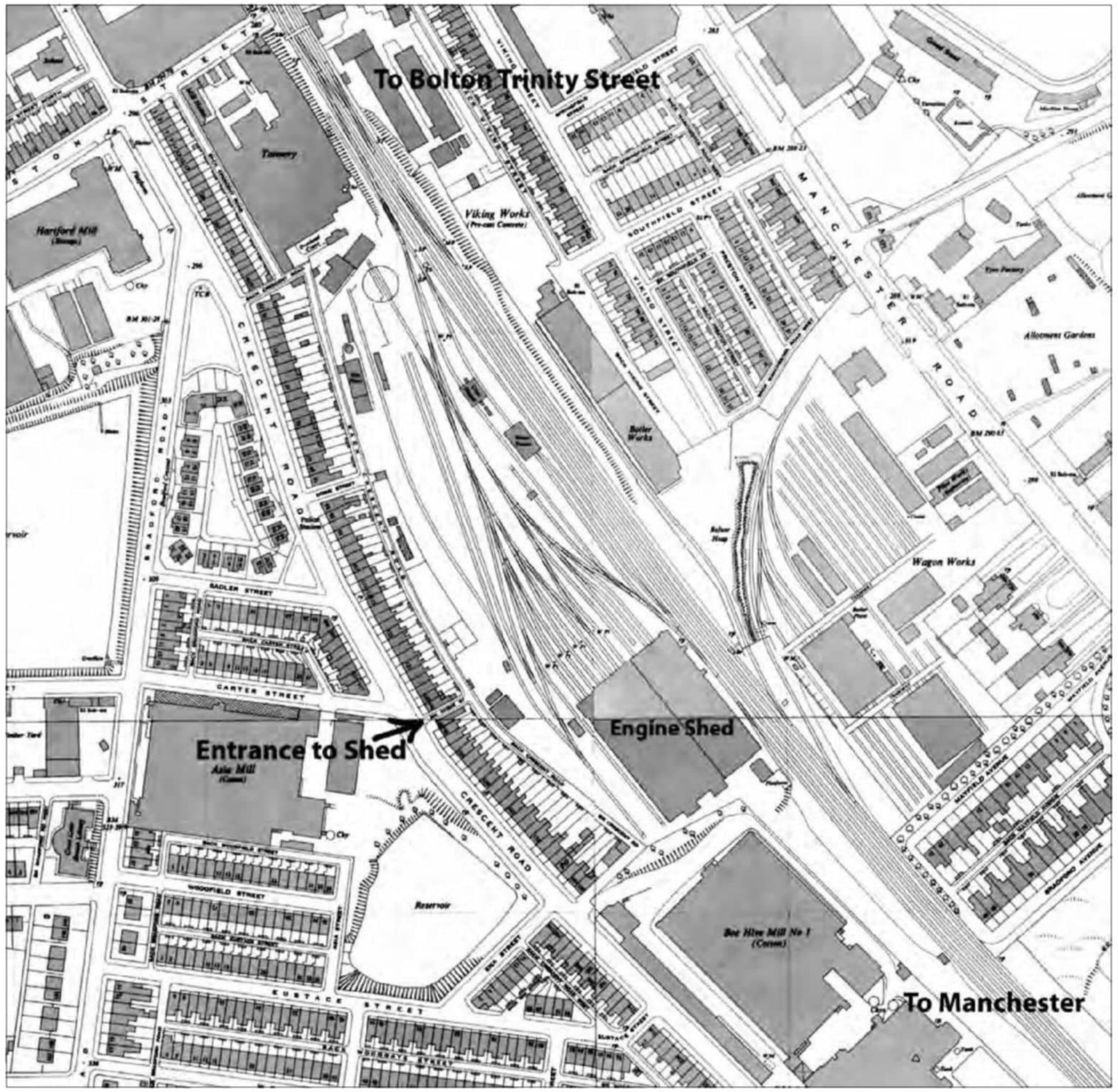
I remember some excitement on my final visit a month later in November 1967. It was rainy and cold as my dad and I headed to Blackburn for a Rovers home match. Driving up the Irwell Valley on the A666 I noticed on the parallel Manchester/Bolton main line a steam freight heading in the same direction. At the front of this long train of concrete track panels I saw two large engines with blinkers on their fronts, either 9Fs or Britannias. It was unusual to have a double header of super power on this line in the final months of steam and it was overtaking us. Luckily we had a bit of time in hand and Bolton Shed wasn't too far out of our way so I persuaded my dad to divert to find out what it was all about. We drove in through the shed gates and saw the freight stopped on parallel tracks having a crew change. I grabbed my movie camera and ran over sensing that the train would be departing soon. 9F No.92017 was leading Britannia No.70012 John of Gaunt. My dad was following up behind with his still camera. Within a few moments the drain cocks opened and the train began to move off. I started filming but quickly ran out of film. That was a bit of an oversight to say the least. In the panic my dad grabbed a few stills. I found out from the other enthusiasts that the train was a special working of new track for the West Coast Mainline electrification scheme beyond Preston.

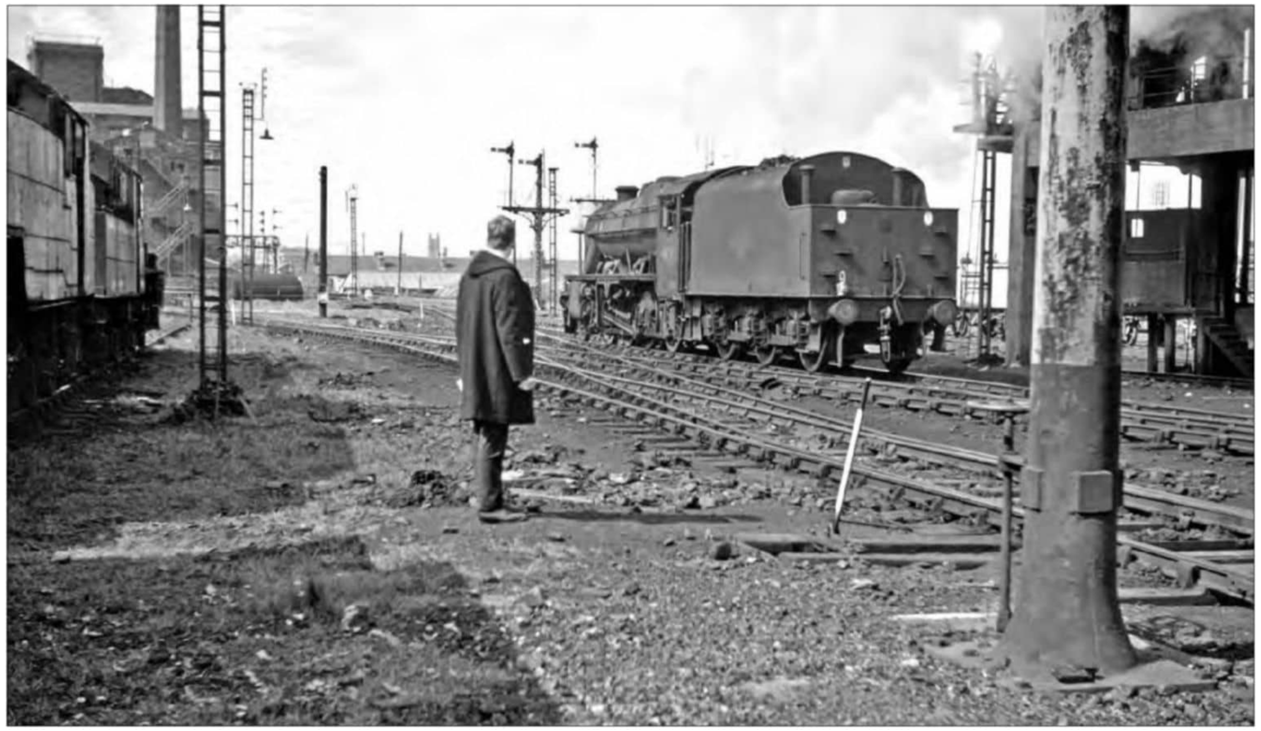
The shed closed on 1st July 1968 one of the three last steam sheds in the Manchester area. The others being Newton Heath and Patricroft. I was in the middle of 'O' Levels exams and missed all that. As a treat after finishing my exams I took a train North to Carnforth on 26th July 1968 ten days before the very final end of steam with Carnforth, Lostock Hall and Rose Grove shutting. Passing through Bolton my last glimpse of the Shed was from a moving train. Four Drewry diesel shunters with their rods off were awaiting their demise and a Black 5 on the scrap road was cut cleanly in half. The site is now occupied by a housing estate called 'The Sheddings'.

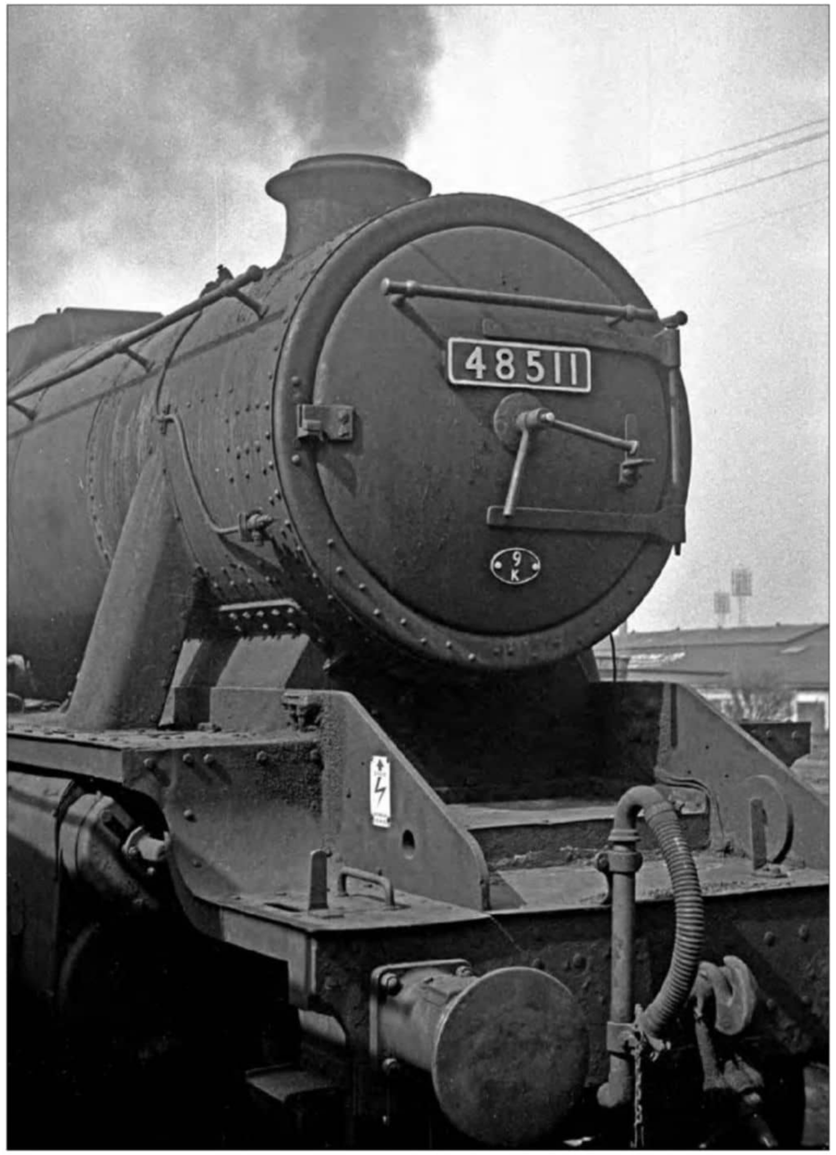
Most of the photos were taken on 30thApril 1966 or otherwise stated.

I would like to acknowledge the use of the online webpage https://brdatabase.info/ for the shed allocations and withdrawal dates of locos.

My YouTube channel: youtube.com/@GandyDancerProductions

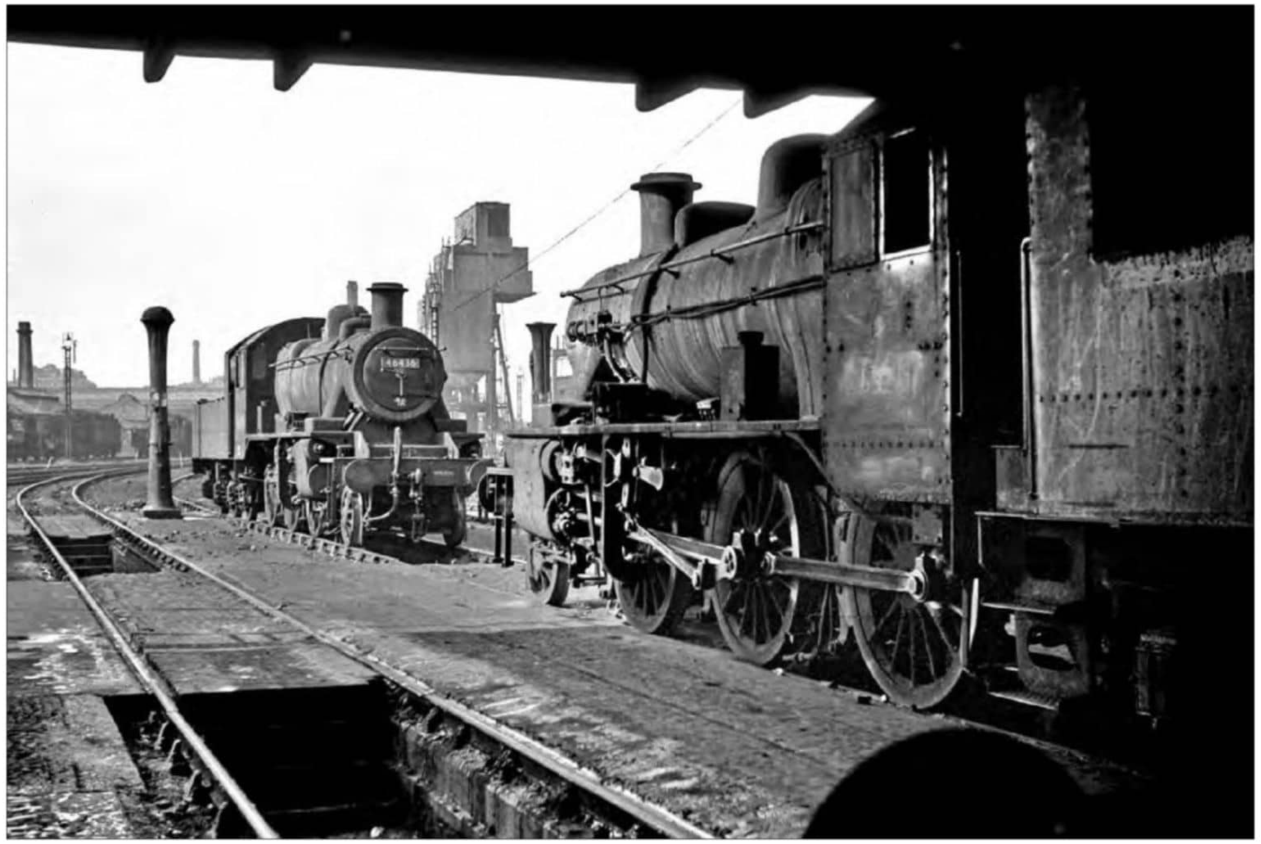






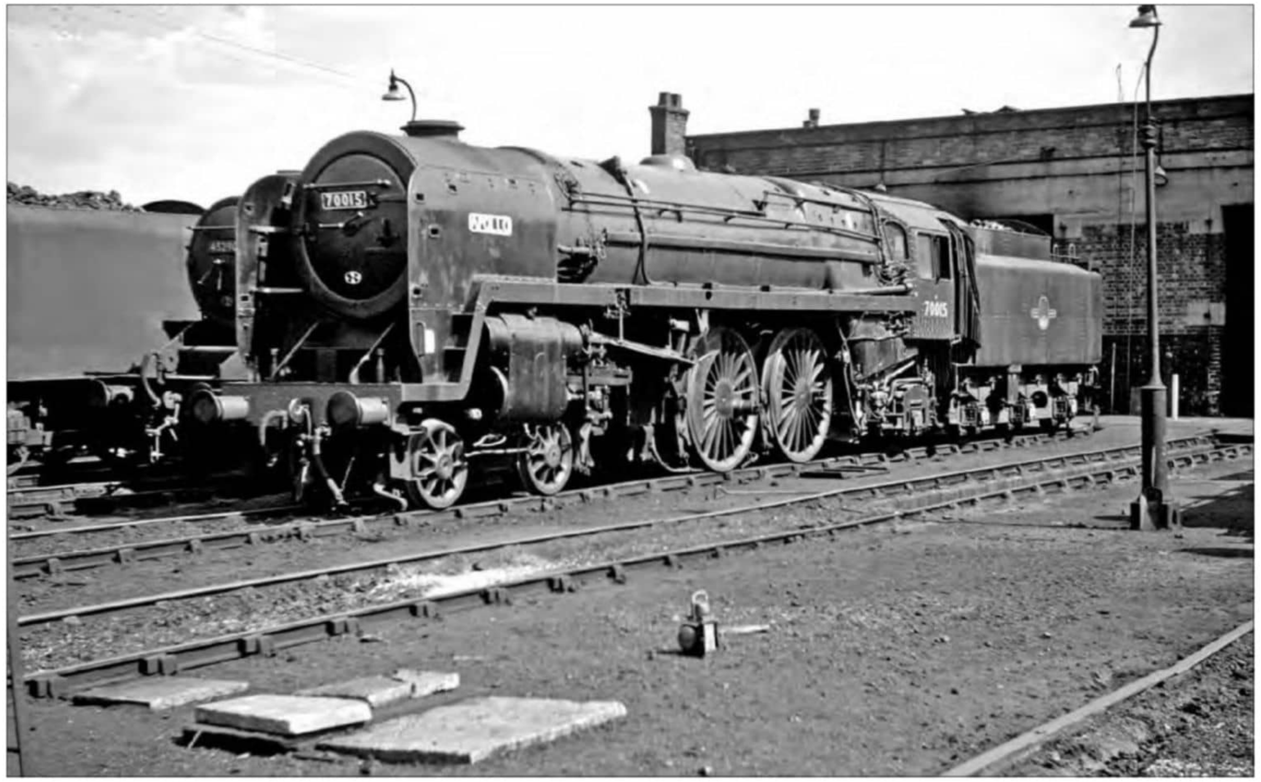
Above. That's me as a 15 year old watching 8F No.48701 leave the shed for its next duty. I have a pen in one hand and a note book in the other recording numbers. On the left is a 'Mickey Mouse' and a Fairburn tank on the scrap line and beyond them the Tannery. No.48701 was an interloper from Heaton Mersey. My dad took this picture.

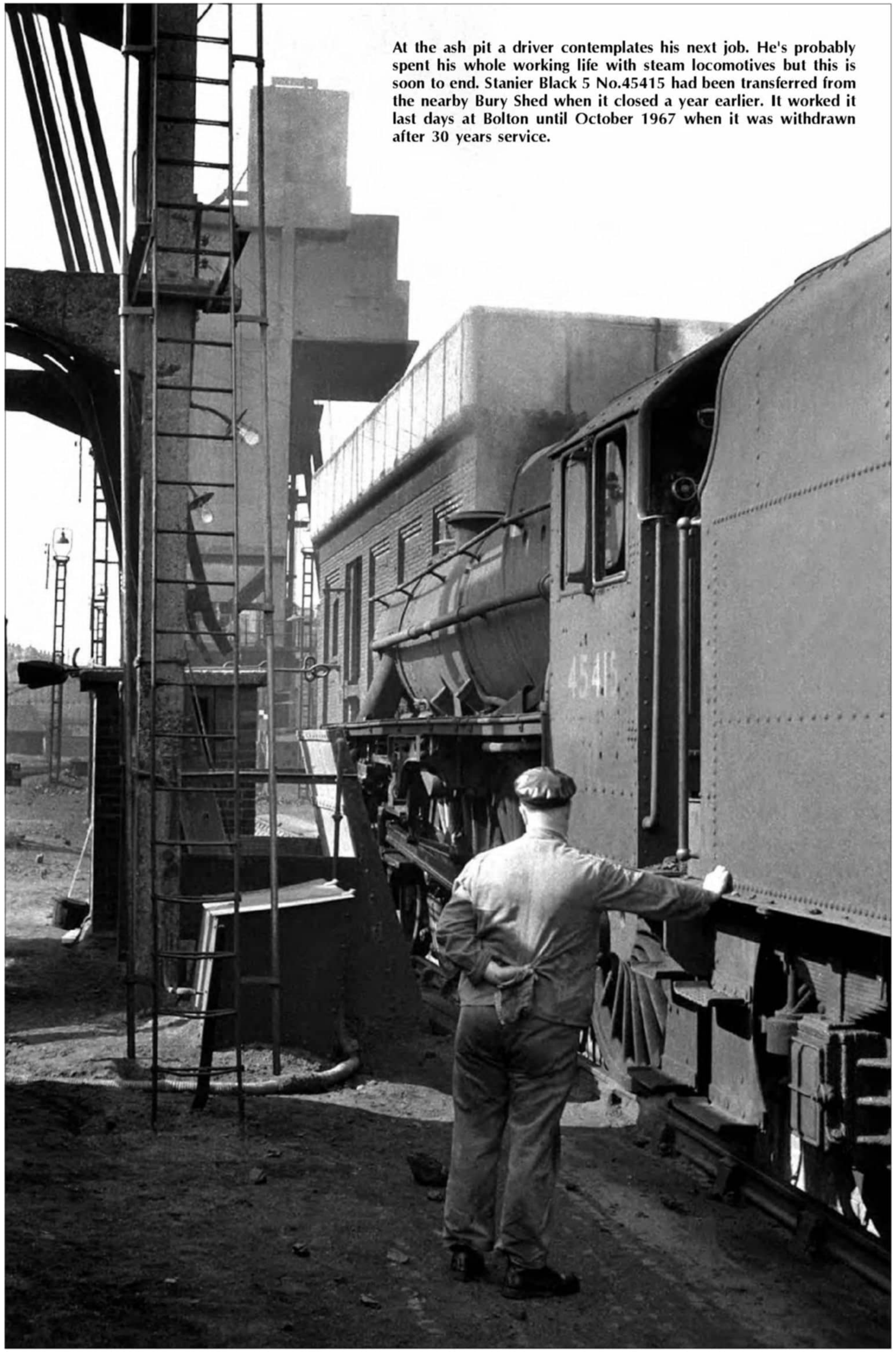
Left. A study of the front of 8FNo.48511 transferred from Norwich to Bolton July 1964 and due to be withdrawn in three months time. The front number and shed code plate is nicely picked out in white, which was a feature of a number of Bolton engines, even though the rest of the engine is filthy.



Two Ivatt class 2MT tender engines Nos.46436 and 46417 known as 'Micky Mouses' face each other at the shed front. Most of the 7 allocated to Bolton were about to be withdrawn or transferred to Newton Heath Shed for banking duties out of Manchester Victoria. They were all withdrawn in less than a year.

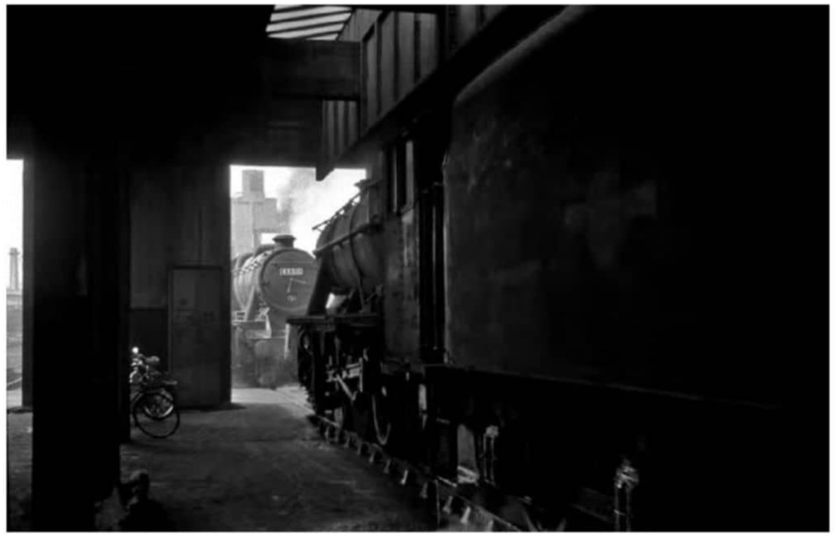
Britannia Pacific No.70015 Apollo has be sent from Stockport Edgeley Shed for a mileage examination using Bolton's wheel drop. There was work needed on the leading driving axle so it was removed and sent away to Eastleigh Works on the Southern Region for repair. The hand rails have been removed from the blinker with hand holes substituted by Western Region in the early 1950s when allocated to Old Oak Common. It's a well kept engine and remained at Edgeley for another year before being transferred to Kingmoor where all the latter day Britannias ended up. However, it only lasted two months at Kingmoor before withdrawal in August 1967.



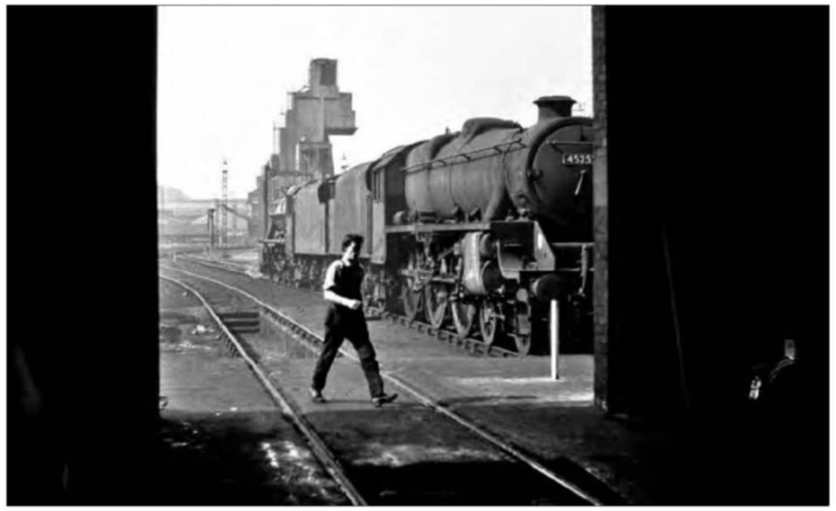


At the ash pit a driver contemplates his next job. He's probably spent his whole working life with steam locomotives but this is soon to end. Stanier Black 5 No.45415 had been transferred from the nearby Bury Shed when it closed a year earlier. It worked it last days at Bolton until October 1967 when it was withdrawn after 30 years service.

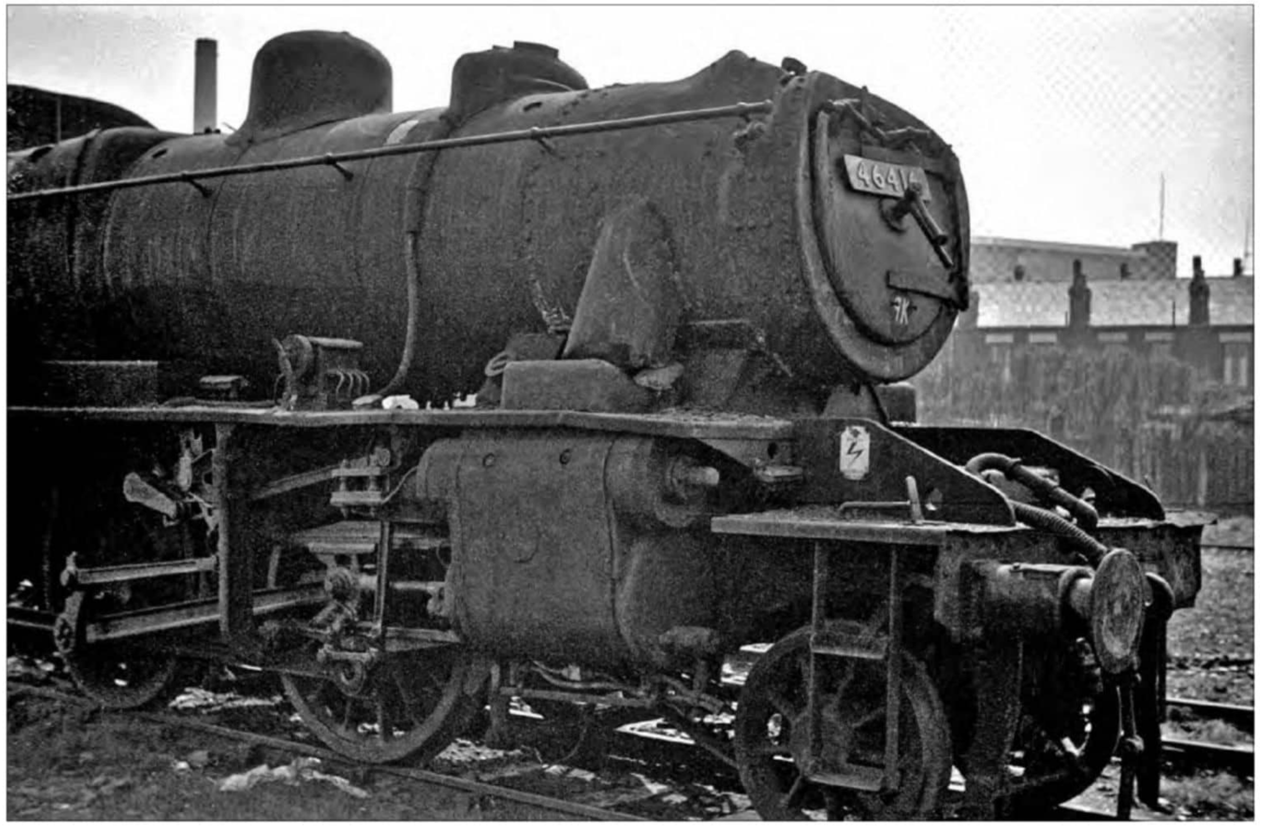
Top. Two 8Fs face each other. No.48511 is in steam and has been a Bolton engine for six years. Surprisingly it was withdrawn only two months after this photo was taken. Such was the environment in those last few years of steam when locos were literally thrown away if a problem arose that meant a main Main Work's visit.

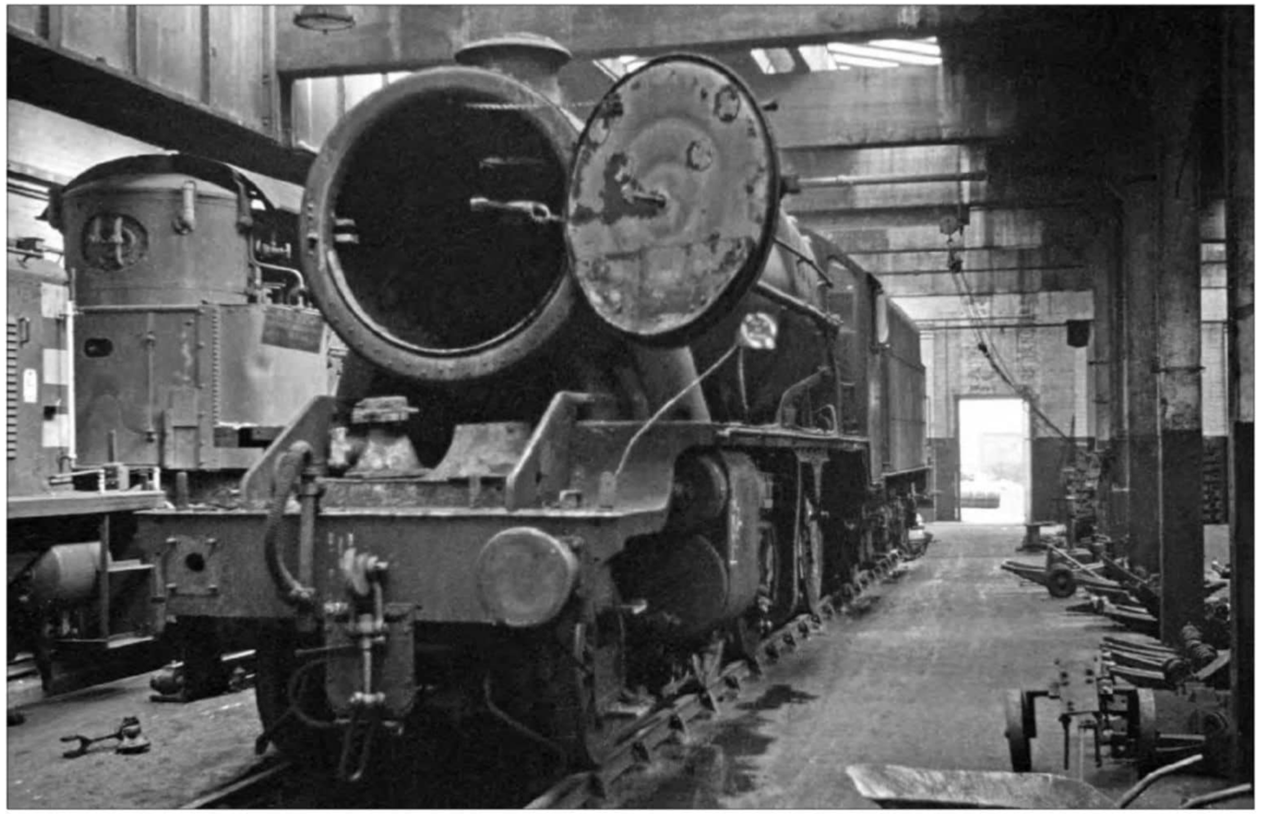


Middle. A fireman strides purposefully into the shed past Black 5 No.45252, closest to us. This engine had been withdrawn from service for almost a month. The large coaling tower in the background was built by the LMS in the 1930's modernisation of the shed.



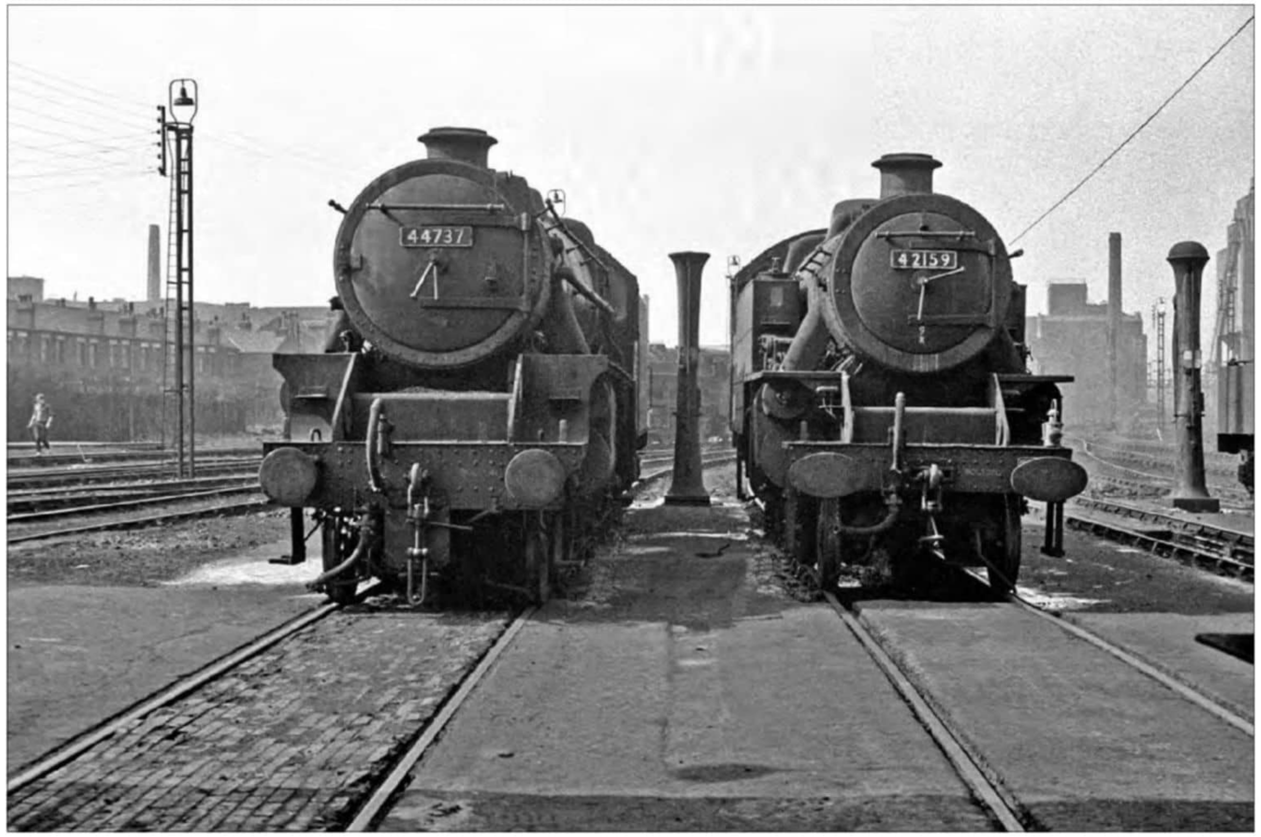
Bottom. Ivatt class 2MT # 46416 looks like it's been through the war. Three weeks earlier on 6th April 1966 whilst working as the Rochdale Pilot it ran away down an incline and collided with a line of condemned wagons, lost its chimney, and bent the smoke box. It was immediately withdrawn and eventually scrapped.

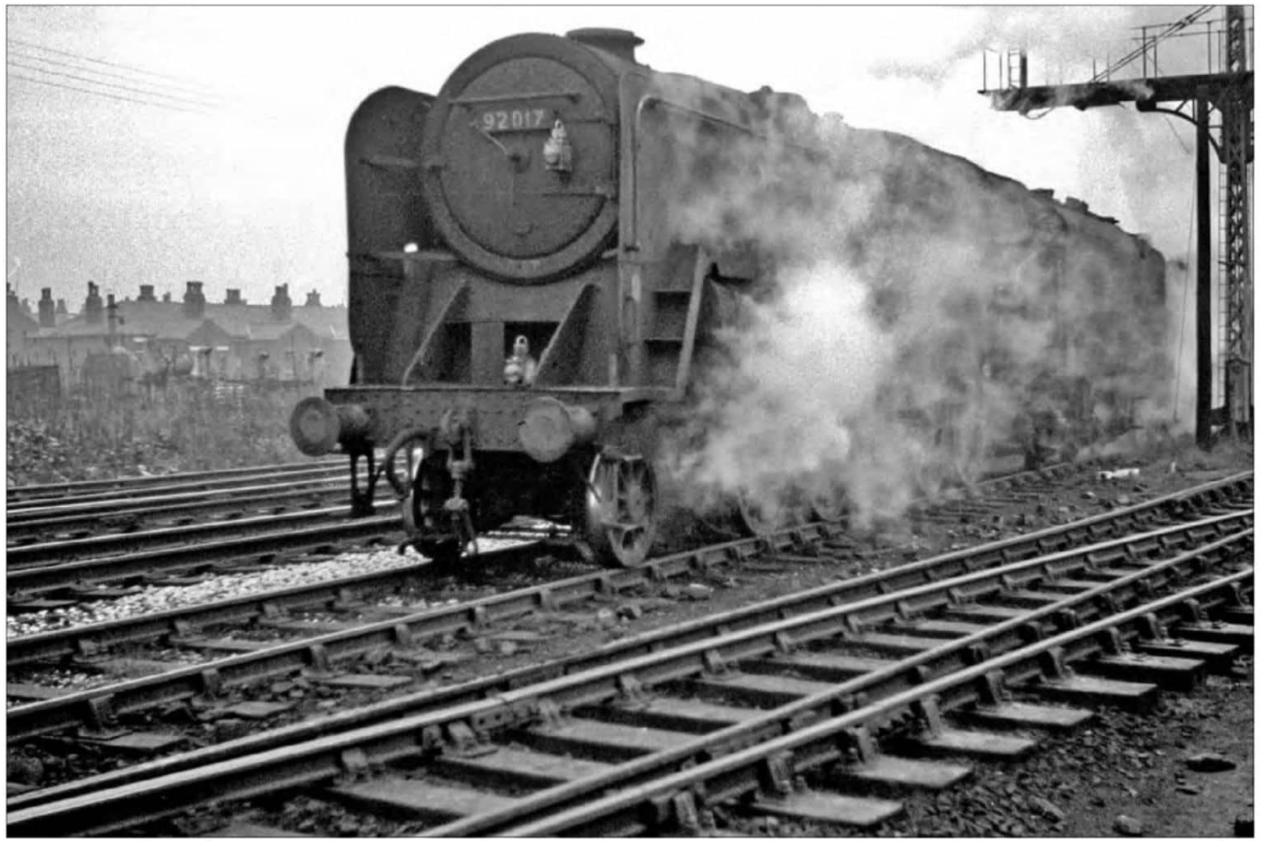




A Stanier 8F is under repair with the blast pipe and petticoat cowling removed from the smoke box probably for super heater or tube replacements. The motion is off as well with the right hand anchor link laying on the floor to the left of the missing buffer. It looks like the shed's maintenance crew persuaded the bureaucrats at BR they could do the repair and it was worth it. The boiler end of Bolton's breakdown crane is visible on the left in front of a diesel shunter.

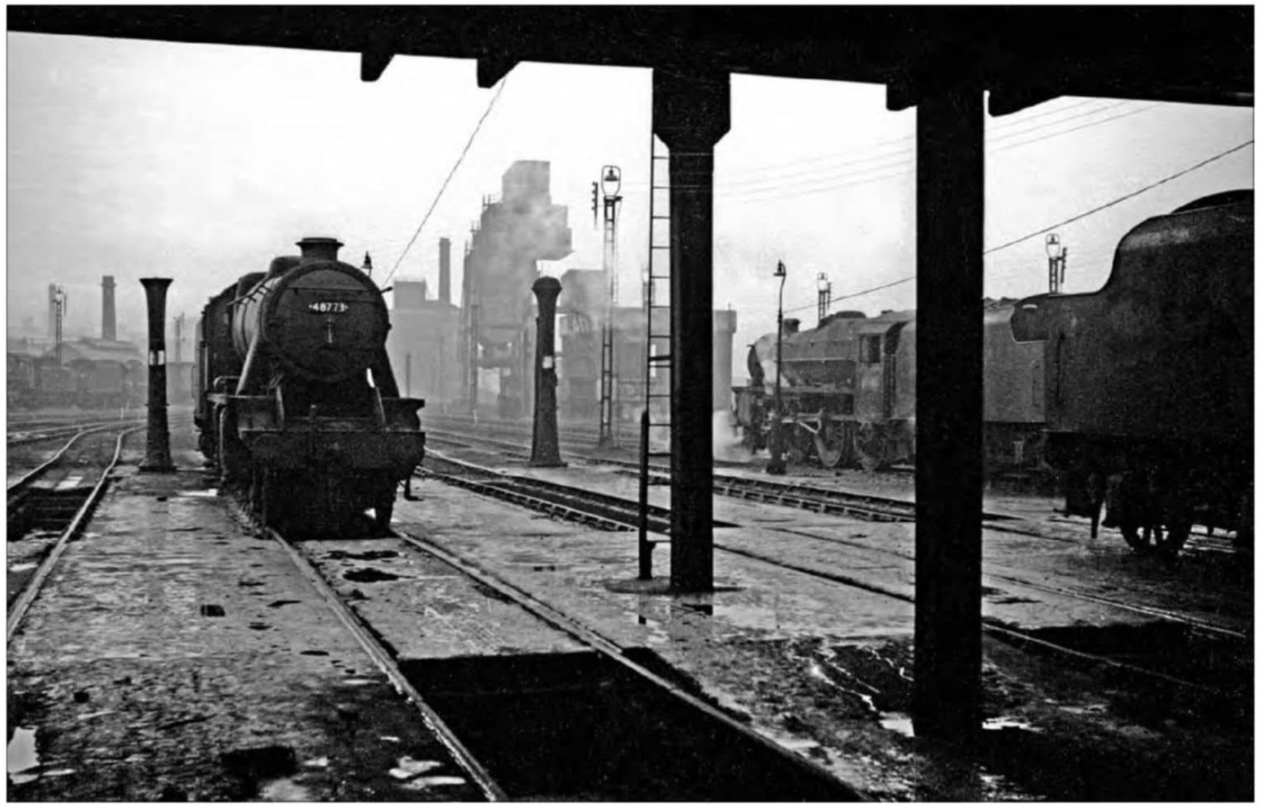
A fine shot of a Stanier Class 5 and Fairburn 4MT tank side by side with a water column behind. No.44737 is a Bolton engine about to move to Bank Hall Shed Liverpool whilst 42159 ping-ponged between Bolton and Barrow in Furness until withdrawn from Bolton in May 1966. All eleven 2-6-4 tanks at Bolton on this visit were quickly withdrawn or transferred away as local steam passenger workings in the area were taken over by DMUs.





The lucky day when my dad and I were on our way to a match at Blackburn Rovers in November 1967 and caught up with this heavy train of prefab rail. After a crew change at Bolton Shed the double header restarted with 9F No.92017 leading Britannia No.70012 John of Gaunt. This is a grabbed shot taken by my father as we raced up breathlessly just as the train started to move.

Another photo on the same day in November 1967 proving that it did rain at least once on my visits. 8F No.48773 escaped the cutters torch and is now resident at the Severn Valley Railway. The engine went to Rose Grove, Burnley, after Bolton closed, to work out the last month of BR steam. In the misty background the shed facilities are grouped together consisting of a coaling tower, water tank and ash disposal pit.



BR Standard 3MT 2-6-2T Locomotives

By Keith Jones

A couple of years after Nationalisation in 1948 British Railways introduced a number of new designs that were to incorporate some of the better parts of locomotives of the GWR, LMS, LNER and Southern. One of the numerous classes introduced were the mixed traffic 2-6-2Ts of the numerical series 82000 to 82044. They were designed at Swindon and the first ten locomotives entered traffic in early 1952 and looked very much like the Ivatt-designed 2MTs of the LMS in 1946.

The first ten locomotives were all allocated to Tyseley (84E) but only remained there for just over a year before they were all rerouted to Barry (88C) in South Wales. This appeared to be a strange move as the South Wales area was adequately stocked with former pre-group designs such as the 0-6-2Ts from the former Taff Vale and Barry Railways, along with the 1924-introduced 56xx and 66xx 0-6-2Ts and with some prairies, which had been carrying out passenger and freight workings for over twenty years. These new locos gave protection to the footplate men by having enclosed cabs, which was certainly welcome during the adverse weather that was not uncommon in South Wales. A further 14 locos of the class found their way to Barry a few years later, 82030 to 82044, the odd one out being 82038, which went to Worcester (85A)

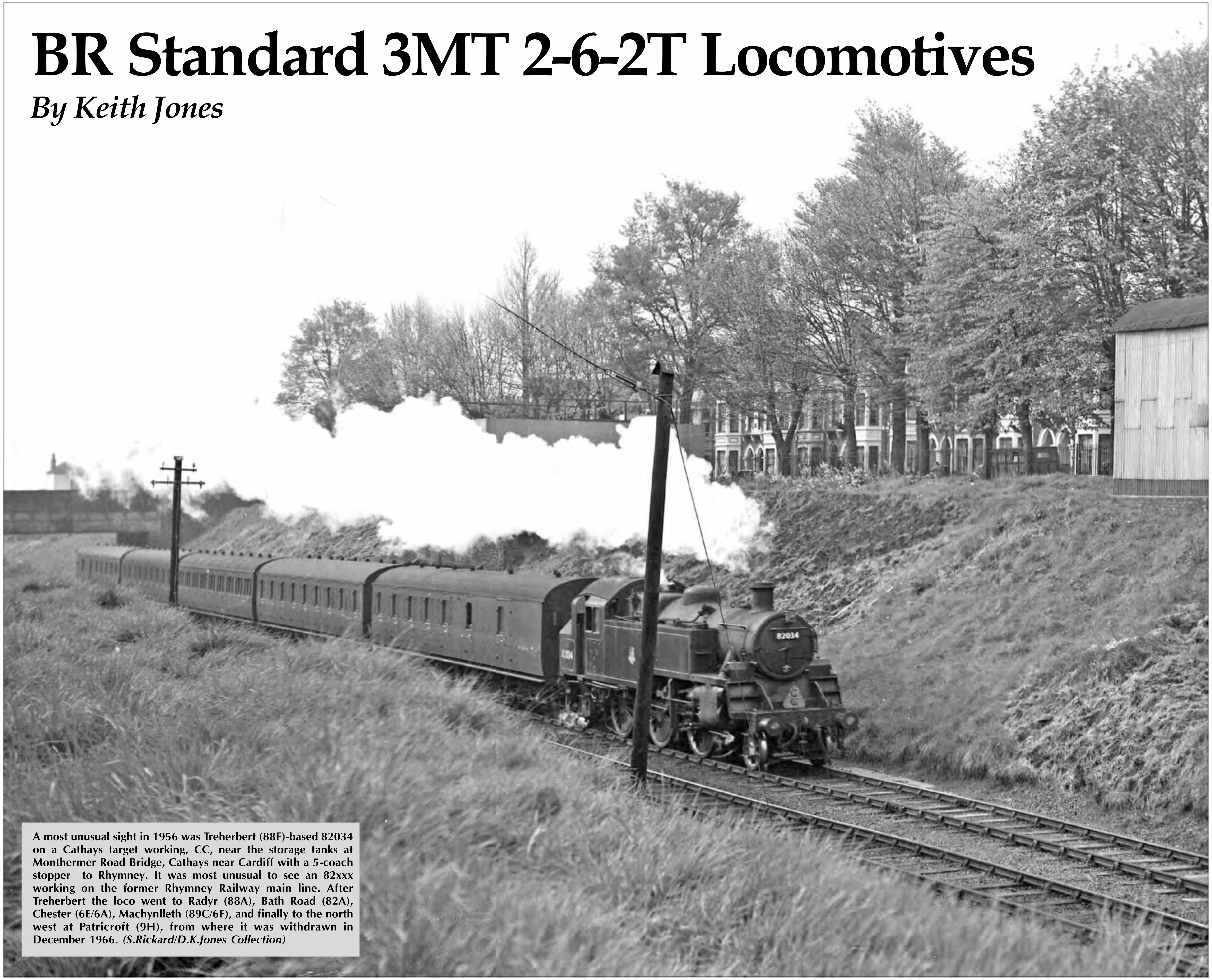
The locos spent their short lives in South Wales generally working from Cardiff to Penarth, Barry, Treherbert, and Merthyr with some incursions on the line to Aberdare and the former Rhymney Railway main lines. Progressively the class were withdrawn from South Wales valley services and by July 1958 they had been redistributed to other sheds on the Western Region.

They don't appear to have been a great success due to the number of re-allocations the class were involved in. They could later be found in the Midlands, the South West, the North West, and Mid-Wales to mention a few, and it seems the only region that liked the class was the Southern. All these loco movements would suggest that BR were experimenting with different routes for the class or possibly the sheds didn't like them and moved them on.

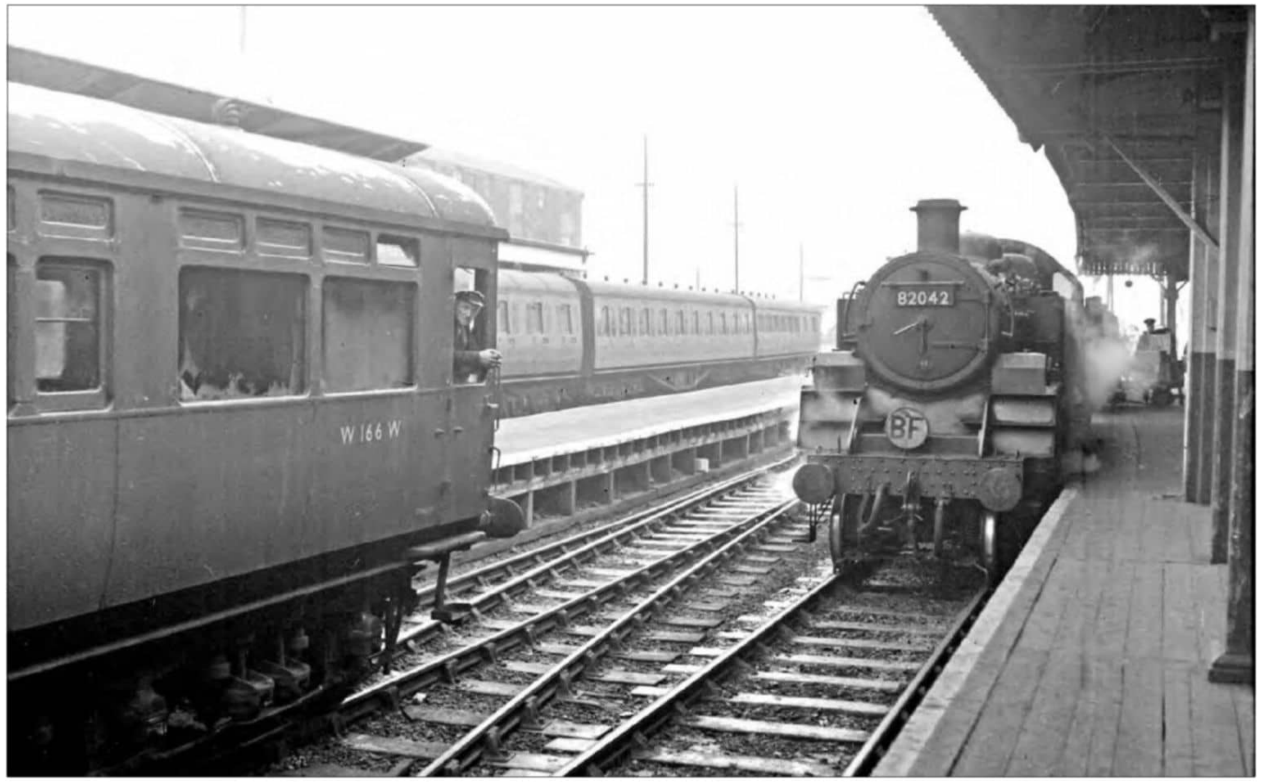
Withdrawals started in 1964 when 10 were withdrawn, another 17 went in 1965, 16 in 1966 and the final two in 1967. The shortest lived loco was 82043, which had a working life of just over eight and a half years.

A new build however is under way at the Severn Valley Railway when the next loco in the sequence, 82045, is being built by the 82045 Steam Locomotive Trust.

References:-
What Happened to Steam by Peter Hands.
BR steam allocations 1948-1968 by Hugh Longworth.

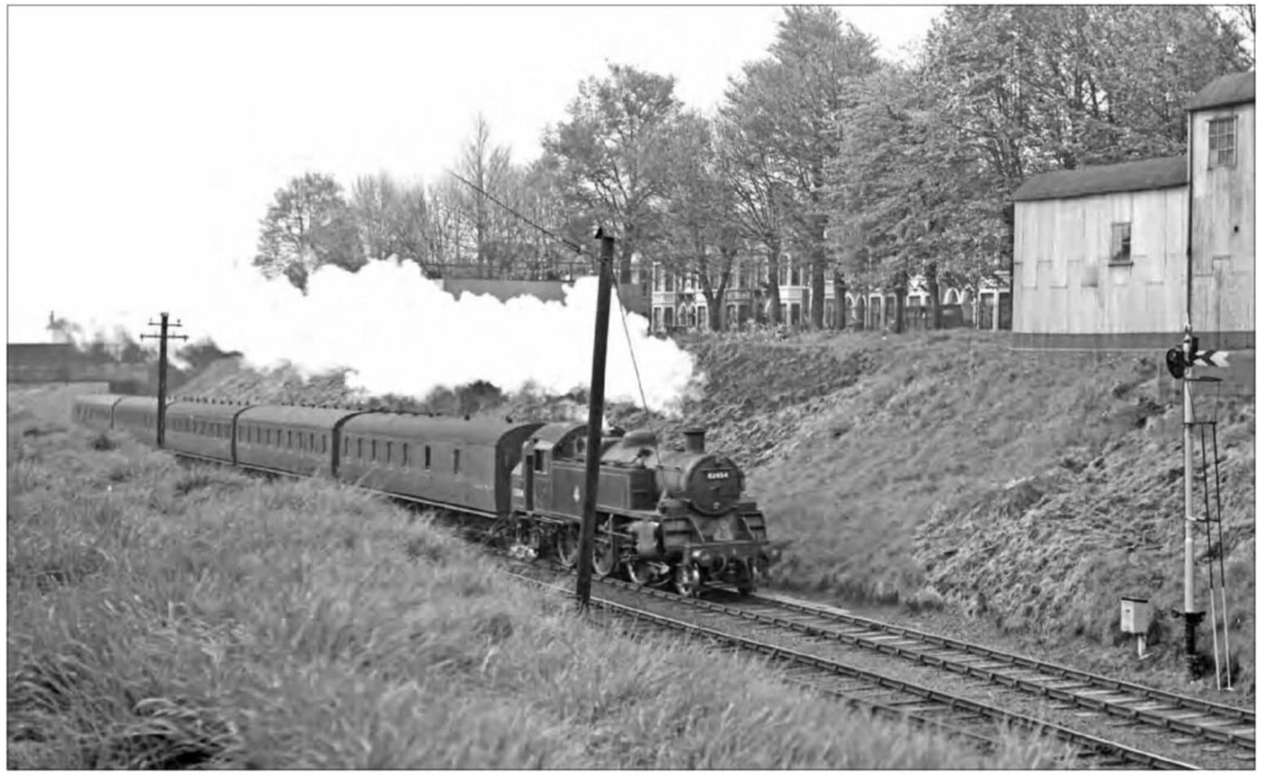


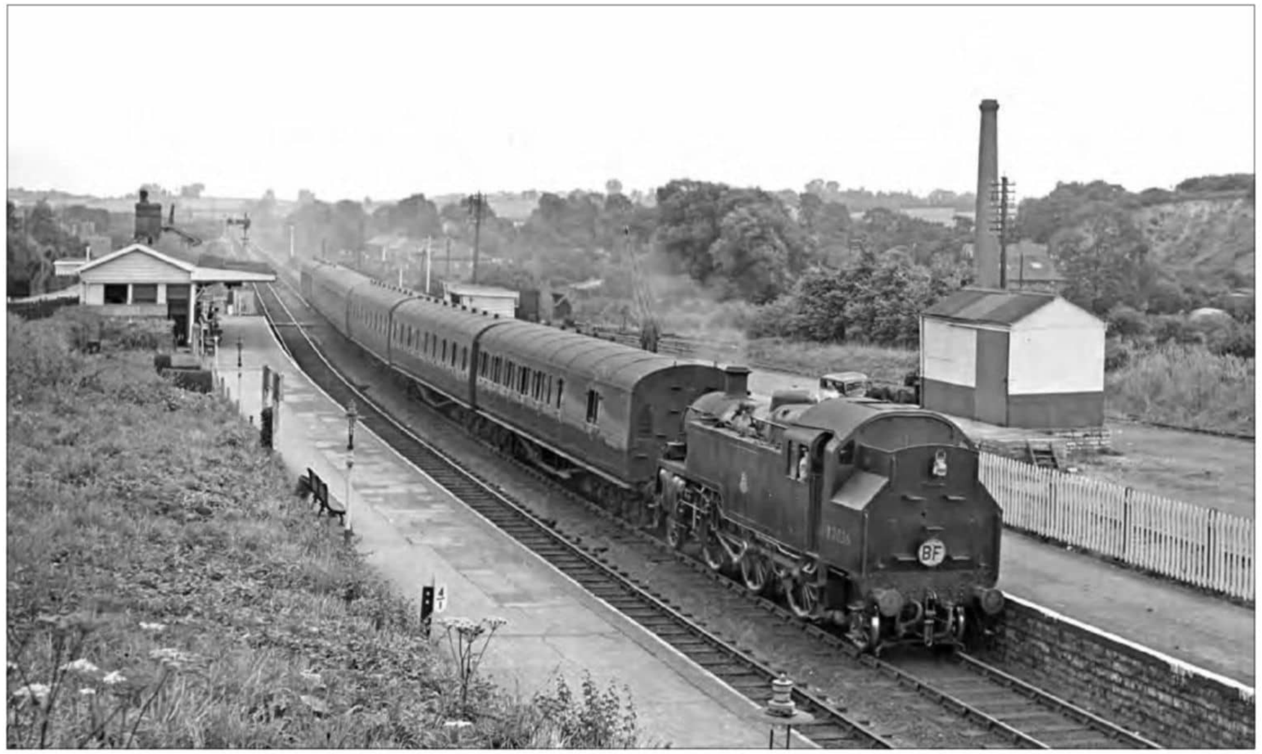
A most unusual sight in 1956 was Treherbert (88F)-based 82034 on a Cathays target working, CC, near the storage tanks at Monthermer Road Bridge, Cathays near Cardiff with a 5-coach stopper to Rhymney. It was most unusual to see an 82xxx working on the former Rhymney Railway main line. After Treherbert the loco went to Radyr (88A), Bath Road (82A), Chester (6E/6A), Machynlleth (89C/6F), and finally to the north west at Patricroft (9H), from where it was withdrawn in December 1966. ***(S.Rickard/D.K.Jones Collection)***



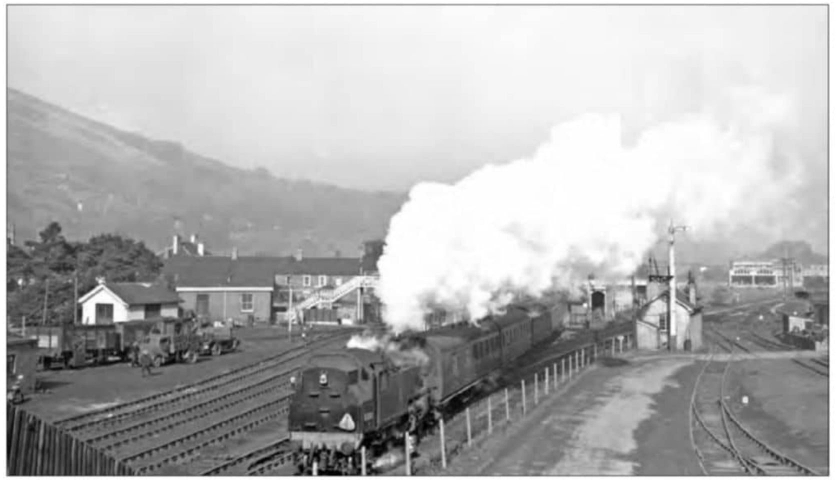
Barry (88C)-based loco 82042, which had been there since new in June 1955, is arriving at Merthyr on Friday 30th November 1957. Carrying Barry target BF it is a stopping passenger from Barry Island to Merthyr. To the left the driver of an Abergavenny auto train waits patiently for the right away. Transferred away from Barry in August 1958 the engine accumulated a lot of mileage travelling to Bath Road (82A), Landore (87E), Barrow Road (82E), Machynlleth (89C), Whitland (87H), Taunton (83B), Exmouth Junction (83D), and finally Gloucester in May 1965 where withdrawal came the following August. *(S.C.L.Philips/ D.K.Jones Collection)*

82044 from Barry (88C) has just left Gileston Station on former Barry Railway metals with target working BE, which was the 5-coach 2.53pm Barry Town to Bridgend stopper, on Thursday 18th April 1957. Although there was a station at St.Athan, excursions to RAF open day always terminated at Gileston where a fairly long walk took you to the camp. New to Barry in August 1955 it parted company with the loco in July 1958 when it went to Bath Road (82A) with later moves to Barrow Road (82E), Whitland (87H), Taunton (83B), Exmouth Junction (83D), and a final home at Gloucester in May 1965 where it remained until its demise in November 1965. *(S.Rickard/D.K.Jones Collection)*

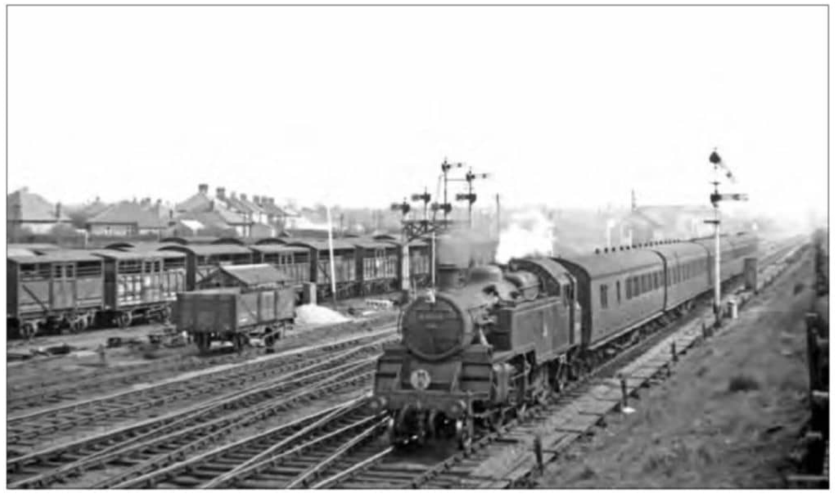




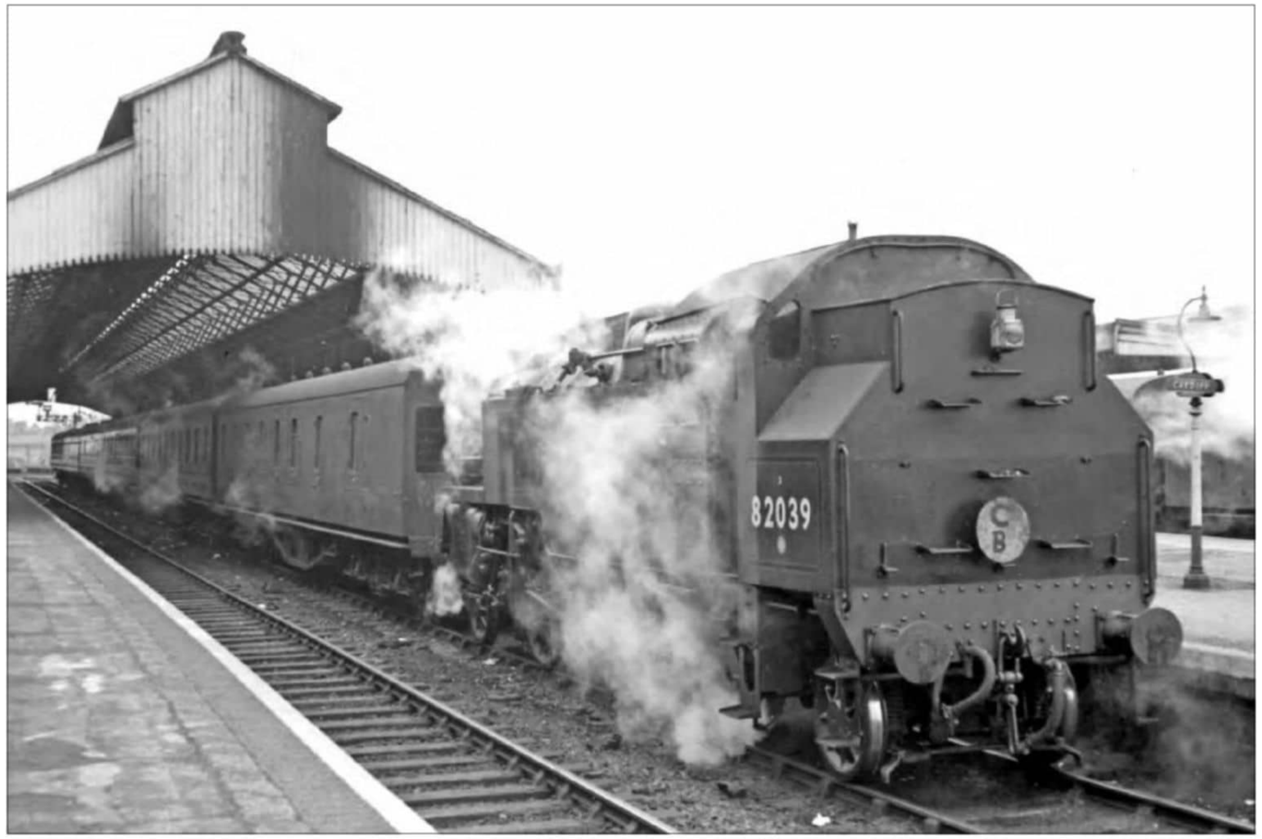
Dinas Powis is the location on Thursday 1st September 1955, where 82036 from Barry (88C) has arrived with target BF, which was the 9.00am from Aberdare (Low Level) to Barry Island 6-coach stopping passenger. The station and the line avoided the Beeching cuts of the 1960s and are still active with Transport for Wales. Another loco new to Barry in April 1955 it did the usual shed-to-shed mileage via Radyr (88A), Bath Road (82A), Chester (6E/6A), Machynlleth (89C), Shrewsbury (89A), St.Philips Marsh (82B), and Barrow Road until the end in July 1965. *(S.Rickard/D.K.Jones Collection)*



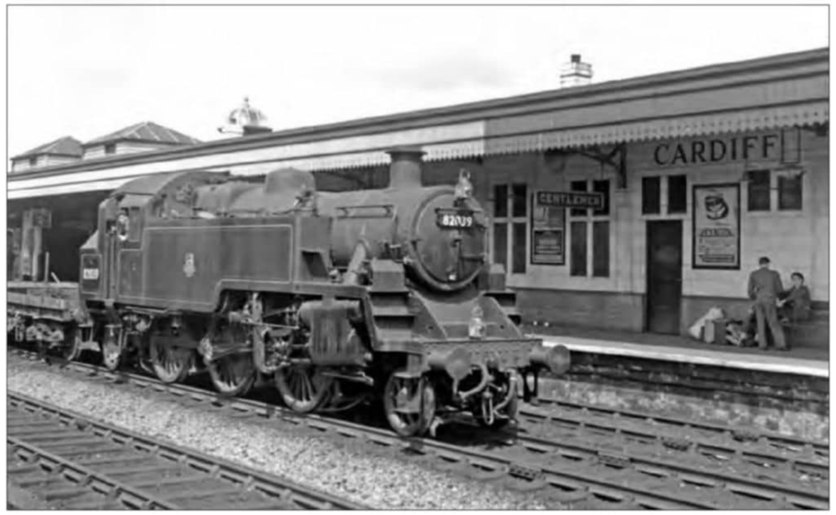
Right. First of the class 82000 from Treherbert (88F) accelerates away from Taffs Well with target TB, the 9.30am Treherbert to Barry Island 5-coach stopper. To the right is now the site of the South Wales Metro depot. The tracks to the right of the station led to Penrhos Junction of the Rhymney Railway whilst in the right foreground was the location of the Rhymney Railway loco shed of 1858, which unfortunately was demolished during construction of the Metro Depot. 82000 left Treherbert in October 1953 being later allocated to Shrewsbury (84G), Wrexham Rhosddu (84K), and Machynlleth (89C/6F), before its final depot at Patricroft (9H) from where withdrawal came in December 1966. *(S.Rickard/D.K.Jones Collection)*



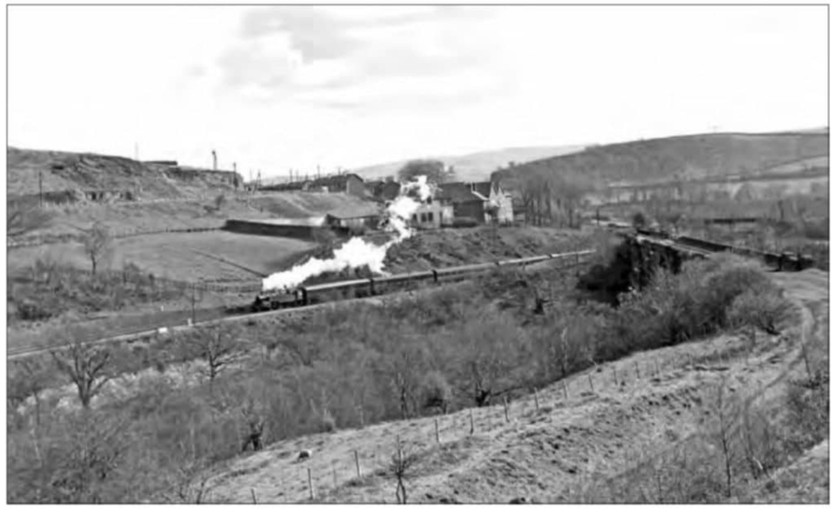
Bottom. Carrying a Merthyr target, MA, Barry (88C)-based 82004 is passing Roath Branch Junction with the 5-coach 11.00am Barry Island to Merthyr stopper on Friday 9th April 1954. It is interesting to see the cattle wagons in the sidings. 82004 spent later spells at Newton Abbot (83A), Wellington (84H), Shrewsbury (84G), and Bath Green Park (82F) for a number of years from October 1959 to October 1965, until withdrawal came. The Roath branch, which was freight only to Cardiff Docks, only outlived the loco by three years, closing completely in 1968. *(S.Rickard/ D.K.Jones Collection)*



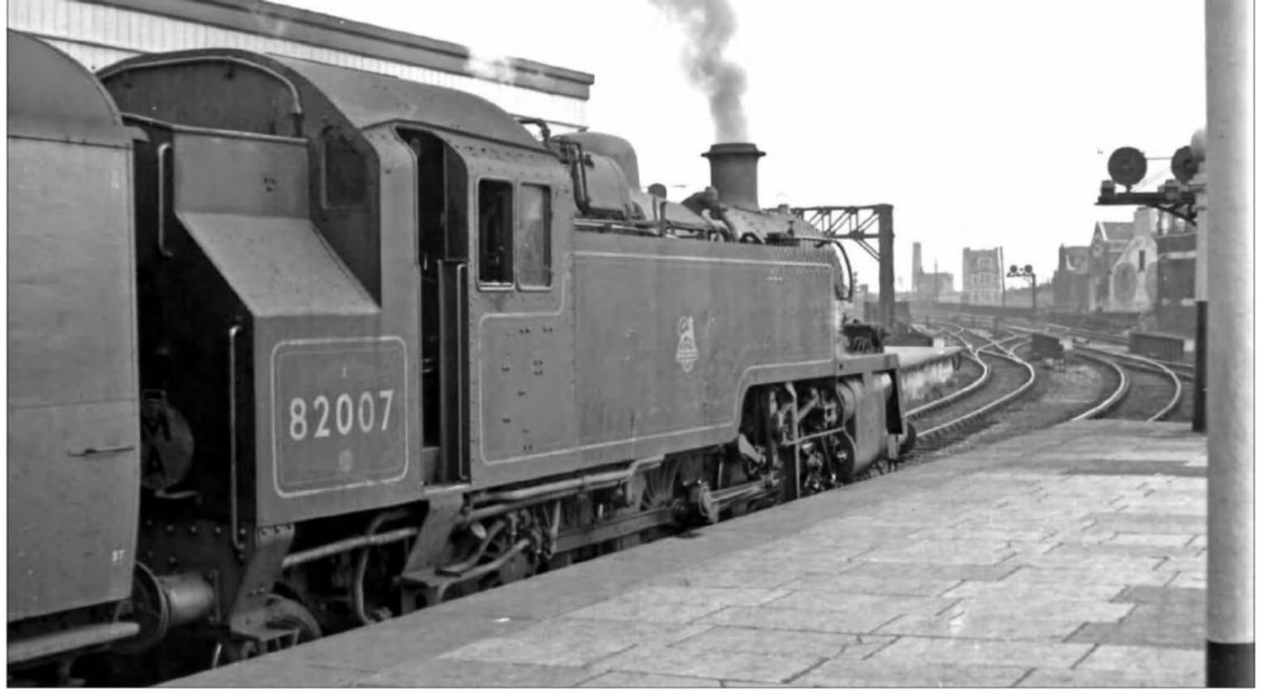
Top. With the overall roof prominent, 82039 is at Cardiff Queen Street, once the hub of the TVR, with a stopping 6-coach passenger for Barry Island on 4th March 1958. The loco had been transferred from Barry a day or two earlier. After just a two-month stay the loco moved on to Bath Road (82A), Templecombe (82G), Barrow Road (82E,) St.Philips Marsh, (82B) Exmouth Junction (83D), and lastly Gloucester (85B. Withdrawal came in July 1965. Cardiff Queen Street station was rebuilt from 1973, which involved the removal of the overall roof and the demolition of the beautiful TVR 1887 building.
(*D.K.Jones Collection)*



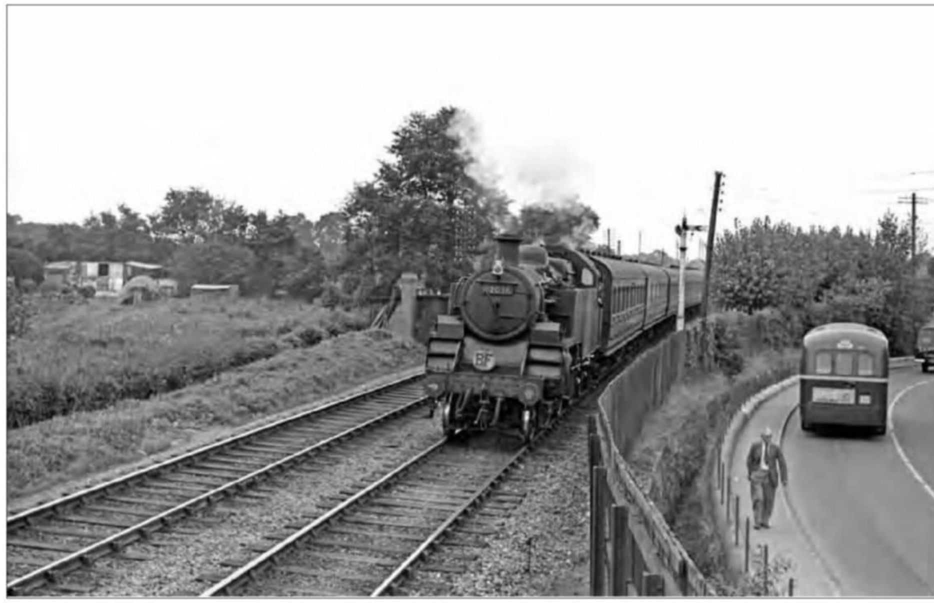
Middle. An 82xxx on a freight working was not a common sight. On an unidentified date in 1958 82039 is on the Up relief at Cardiff General with possibly a freight of steel bars from Port Talbot Steelworks. (*D.K.Jones Collection)*



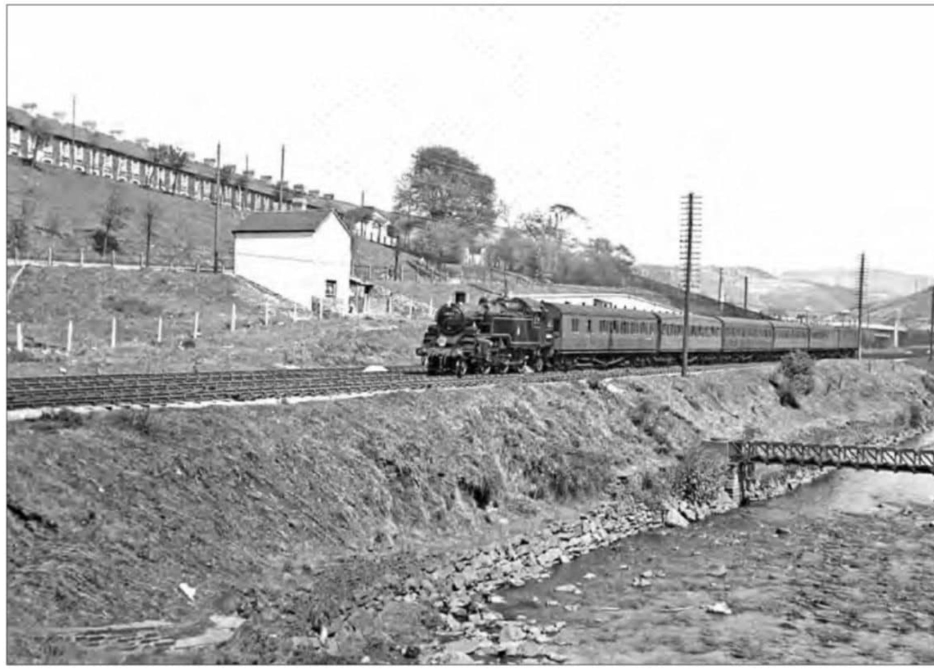
Bottom. Viewed from the track bed of the former GWR/Rhymney Railway Joint line from Quakers Yard to Merthyr, an unidentified 82xxx has just left Quakers Yard (Low Level) with a stopping passenger for Merthyr High Street. The joint line was opened in 1886 and closed in 1951 due to the condition of the stone viaduct, which had been affected by subsidence from Deep Navigation Colliery at Treharris. The line to Merthyr is still active and has recently been electrified read for the South Wales Metro. *(S.Rickard/D.K.Jones Collection)*



Top. 82007 from Barry (88C) stands at Cardiff General's Platform 6, Merthyr target MA, with a stopper for Merthyr High Street on 2nd October 1953. This was one of the early arrivals from Tyseley (84E) in 1953 and remained in South Wales until transferred from Treherbert (88F) in July 1955 to Shrewsbury (84G). Further transfers took the loco to Leamington (84D), Wellington (84H), Wrexham Rhosddu (84K), Worcester (85A), Bath Road (82A), Barrow Road (82E), St.Philips Marsh (82B), and finally back to 82E for withdrawal in June 1964.
(S.Rickard/D.K.Jones Collection)



Middle. On 1st September 1955, 82036 from Barry (88C) is working target BF near The Murch at Dinas Powis. The was the 11.00am 6-coach Barry Island to Merthyr High Street stopper and was the return working of the 9.00am Aberdare (Low Level) to Barry Island. To the right of the train is a Western Welsh single-decker bus. The gentleman walking by doesn't seem to show much interest in the train. As with other members of the class 82036 moved around quite a bit until being withdrawn from Barrow Road in July 1965.
(S.Rickard/D.K.Jones Collection)

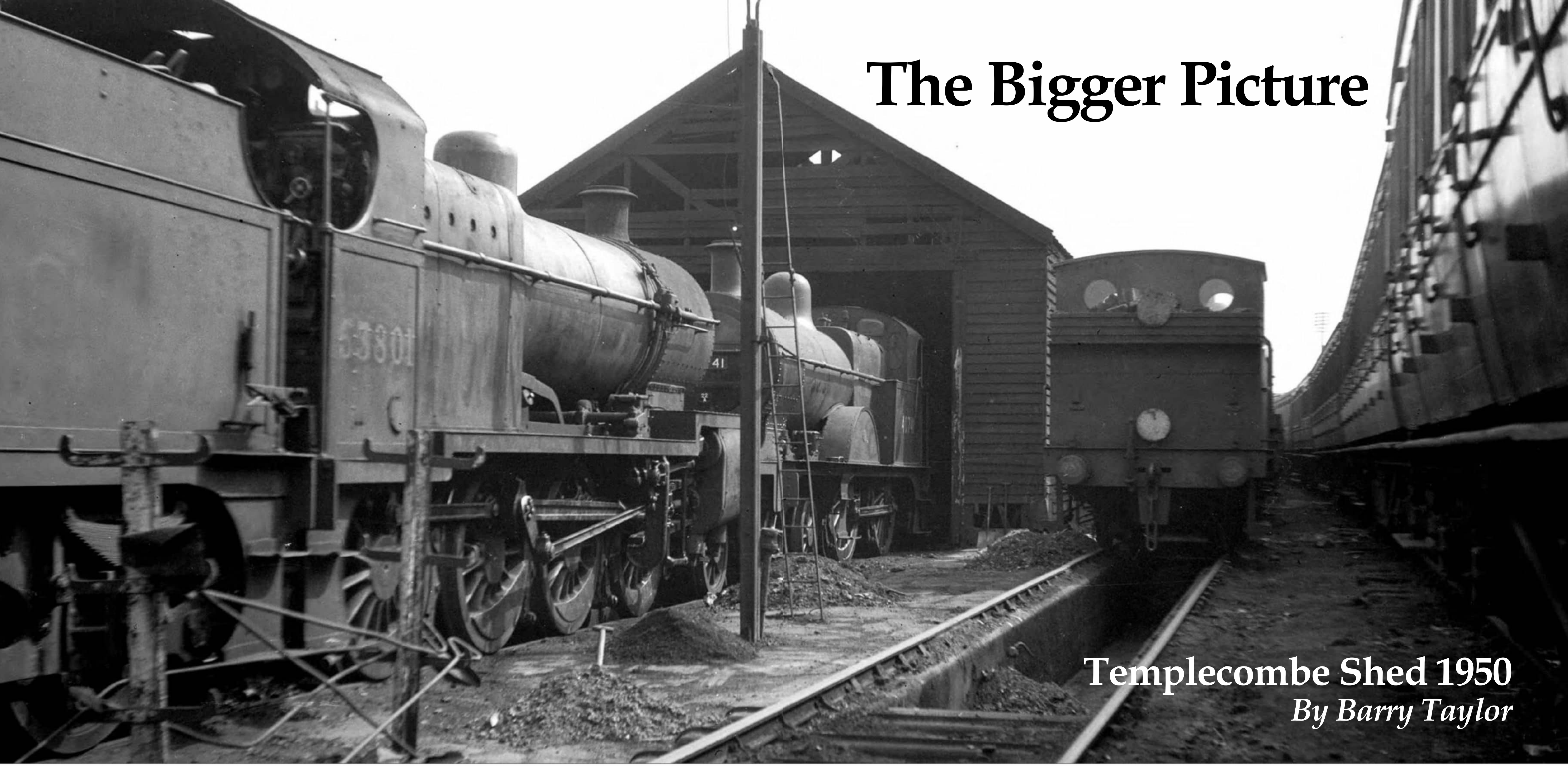


In a typical Welsh valley scene 82044 from Barry (88C) runs by the side of the River Rhondda near Porth on 12th May 1956. Carrying Barry target BD it is working the 1.30pm Barry Island to Treherbert stopping passenger, which consists of 5 coaches and a parcels van that will be detached at Treherbert. The loco looks in ex-works condition and might well have paid a visit to Caerphilly Works. This loco didn't quite wander as much as some of the others in the class spending periods at Bath Road (82A), Barrow Road (82E), Whitland (84H), Taunton (83B), and Exmouth Junction (83D), before ending up at Gloucester (85B) where the end came in November 1965 after only slightly over 10 years of service. *(S.Rickard/D.K.Jones Collection)*

The Bigger Picture

Templecombe Shed 1950

By Barry Taylor



At first glance this is just another typical locoshed scene at Templecombe (codes 22D / 71H), on the erstwhile Somerset & Dorset Joint Railway (S&D) line between Bath and Bournemouth; however, as usual a closer look reveals much more of interest.

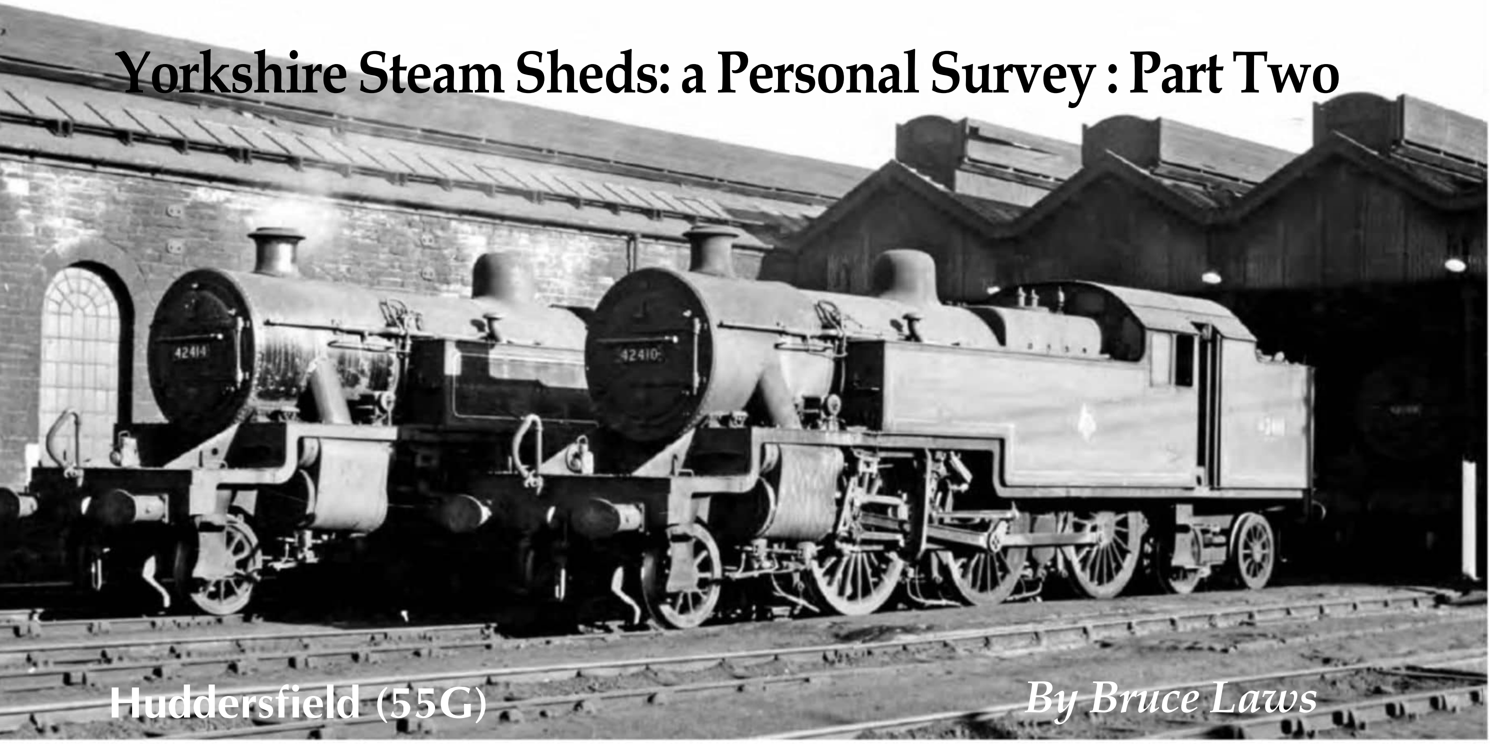
Firstly, the locomotives. In the foreground is 53801, one of the 1914 batch of the eleven 7F 2-8-0s that were specially provided by Derby works for goods traffic over the difficult route across the Mendip Hills, the Midland Railway at that time being responsible for motive power provision for the jointly owned S&D. In the British Railways era these locomotives became well known for their use on the heavy Summer-season passenger traffic over the S&D route, often double-heading with all manner of London Midland and Southern Region classes. They rarely strayed from their native heath, other than for occasional forays as far as Gloucester or Bristol or works visits back to Derby. 53801 was always a Bath Green Park (22C / 71G) engine and was finally withdrawn in June 1961. This photograph from 1950 has caught the locomotive in early post-nationalisation guise with the short-lived serif type of 'quasi-LMS' cab-side numbering, which would later be superseded by the more recognisable BR style, and vestiges of LMS insignia are still just visible on the tender side. Also of interest is the S&D Whitaker automatic single-line tablet changer equipment mounted on the tender side, which allowed the exchange of pouches at speed at the many passing loops on the S&D. The locomotive facing 53801 is also of great interest. This is 40741, one of the few remaining Midland Railway Johnson Class 3P 'Belpaire' 4-4-0s from the early 1900s, which were by 1950 working out their last days on secondary work. The majority of the twenty-two engines that had passed into BR ownership in 1948 had remained in their traditional Midland Railway haunts such as the Sheffield, Derby and Bedford areas, but 40741 had for some reason been exiled at Bristol Bath Road shed (22A) for a while and now found itself allocated to Templecombe from April to November of 1950, no doubt to help out with the increasingly busy Summer passenger traffic. This was not quite a last fling, but 40741 was only to last for another year back home at Bristol before withdrawal came in September 1951. The third locomotive in view is perhaps of more peripheral interest, being a London & South Western Railway G6 0-6-0T, and is probably either 30274 or 30277, both of which were at Templecombe during 1950. These were strays from their home on the west of England main line which crossed above the S&D at right angles just out of sight behind the locoshed, and they were used around the area for shunting work, as well as assisting passenger trains up and down the steeply graded curve that connected the two routes.

Beyond the locomotive content there is yet more of interest to be seen in the photograph. The apparent train on the right is in fact just a row of stored coaching stock standing on a long siding that separates the locoshed yard on the left from the single line S&D route and platform away to the right. The S&D station was in fact a very small affair compared with the main line station up above and only dealt with local traffic, with major S&D line trains being rather inconveniently hauled to and from their own route in order to call at the larger station before continuing their journeys.

The two-road wooden locoshed dating back to 1877 does appear to be in rather rickety condition, and in fact would have only another two years of life in this state before being replaced on the same site by a modern concrete, steel and asbestos structure in 1952. The piles of ash scattered around the area, one with a handy shovel still projecting from its side, further amplify the rather primitive conditions around the shed, and also of note is the interesting metal rack provided for the storage of locomotive rakes and fire-irons, some of which have been dumped unceremoniously alongside. Finally, and no doubt due to the considerable amounts of hot ash and water around, the trackwork leading up to the inspection pit can be seen to have been constructed with steel sleepers which would have been far less vulnerable to rotting than traditional wooden ties.

Templecombe shed closed, along with the Somerset & Dorset line itself, in 1966 but the building was so well constructed that it survived for many more years and is still in commercial use today; trains still run between London Waterloo and Exeter on the main line above. *(P Trenchard collection)*

Yorkshire Steam Sheds: a Personal Survey : Part Two



Huddersfield (55G)

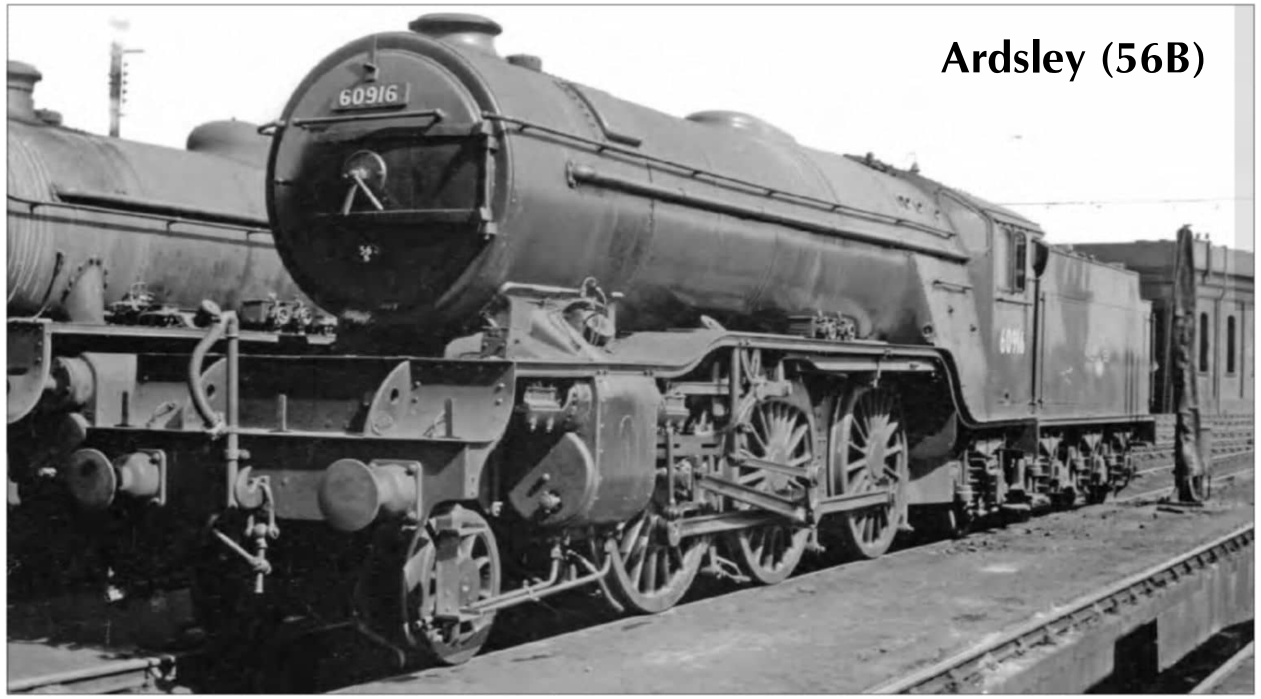
By Bruce Laws

In part one of my personal survey of some Yorkshire steam sheds I looked at York North, Leeds Holbeck, Stourton, Royston and Normanton. I will conclude my survey by looking at one more shed from the '55' group and three from the '56' group.

***Above*. Huddersfield shed pictured on 18th April 1963 with long-term residents Fowler 4P 2-6-4Ts Nos.42410 and 42414 standing beside the original shed and in front of the later extension.**

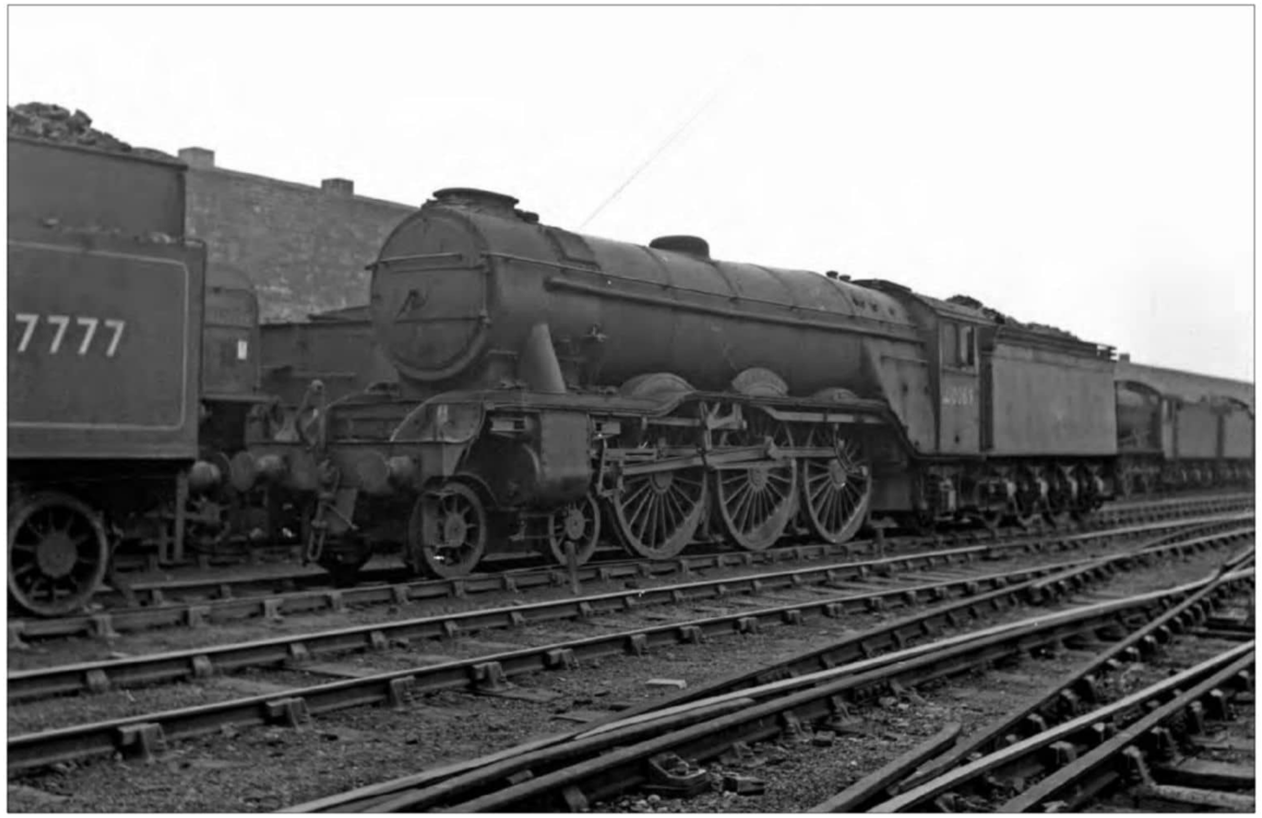
Huddersfield depot was to be found off Alder Street, Huddersfield, which was to the north of Huddersfield's glorious classical Grecian style station. The shed, occasionally denoted as Huddersfield Hillhouse, was a stone-built 6TS affair with a lesser stone-built 2TS extension. It could trace its history back to the original London & North Western Railway depot of 1849. Although it occupied quite a big area, by the mid-1960s the visitor would not find many locomotives on site. Typically the few on view would be truly freight dominated – mostly Austerity 2-8-0s with the remainder being Fowler or Fairburn 2-6-4Ts, with perhaps a couple of Stanier 5MT 4-6-0s, a BR Standard equivalent and a single diesel shunter. Huddersfield shed closed in January 1967.

Ardsley (56B)



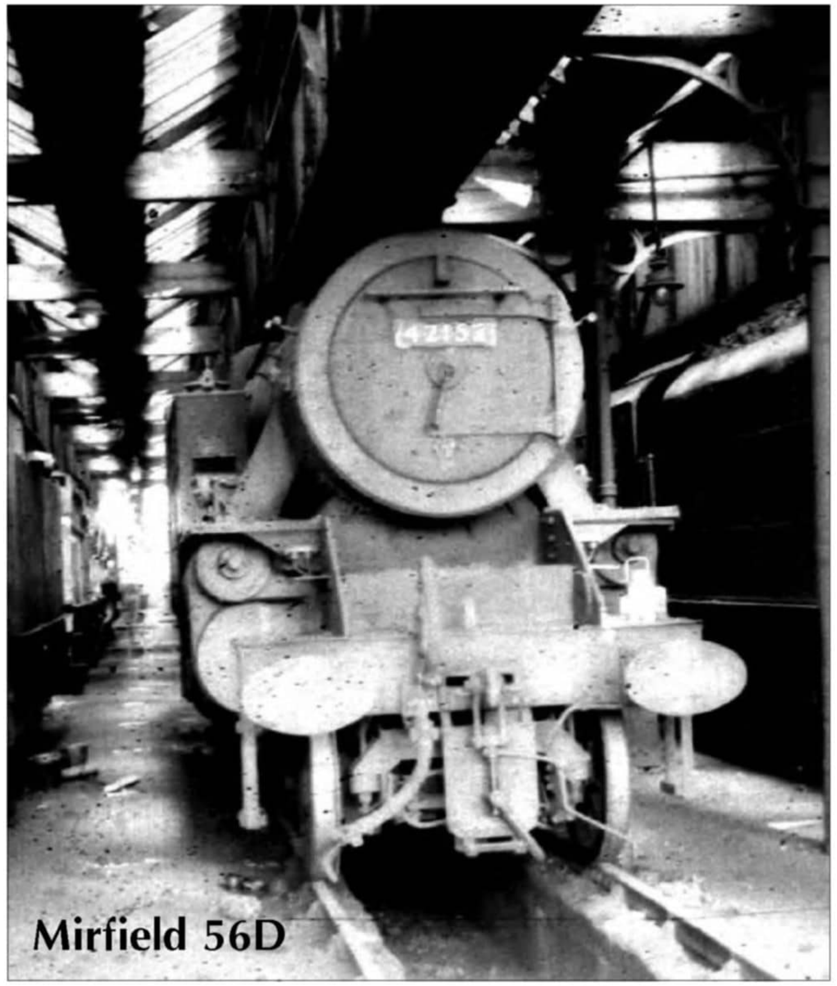
Ardsley, a brick built eight track through structure dating from 1892, was on the east side of the railway south of Ardsley station on the former Great Northern Railway Wakefield to Leeds main line. The weekend visitor in mid-1964 would find about 35 locomotives on shed including Austerity 2-8-0s, B1 4-6-0s, Ivatt 4MT 2-6-0s, Fairburn 2-6-4Ts, V2 2-6-2s and the occasional diesel shunter. Ardsley closed in October 1965.

***Above*. Sited about mid-way between Wakefield and Leeds on the ex-Great Northern Railway main line just to the Leeds side of Spring Lane Sidings, it was inevitable that very capable East Coast steam motive power could be found at Ardsley shed, which proves to be the case here. V2 class 2-6-2 No.60916 is here seen at Ardsley shed 28th April 1957**



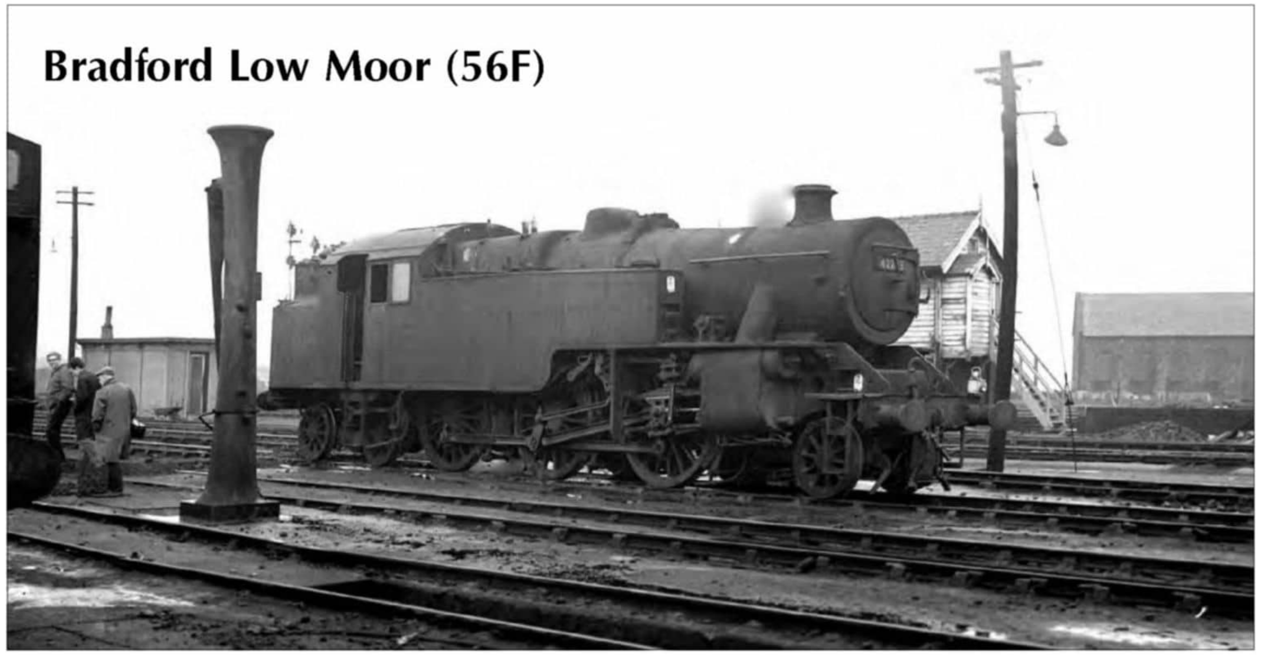
Double chimney A3 4-6-2 No.60069 *Sceptre* is seen at Ardsley in 1961. *Sceptre*, named after the winner of the 1902 Oaks, St. Leger, 2000 and 1000 Guineas, was an Ardsley engine from 30th September 1961 to withdrawal on 1st October 1962. It was cut up at Doncaster works on 27th May 1963.

Mirfield was a former Lancashire & Yorkshire Railway depot located to the north of the ex-Manchester & Leeds Railway's cross-Pennine main line west of Mirfield station. The 1885 vintage brick-built 8TS dead-ended shed and its accompanying yard usually brought the visitor a variety of freight, mixed traffic and suburban types including Stanier 8F and Austerity 2-8-0s, Black Five 5MT 4-6-0s, the odd Jubilee 4-6-0, B1 4-6-0s, and Hughes 6P5F Crab 2-6-0s. Mirfield shed closed April 1965.



***Left*. An internal shot of Mirfield shed, which shows well the typical cramped conditions inside a busy steam shed with the full length smoke hood system above the engine's chimney to minimise smoke within the building. Fairburn Class 4 2-6-4T No.42152 is shown at 56D Mirfield in 1963.**

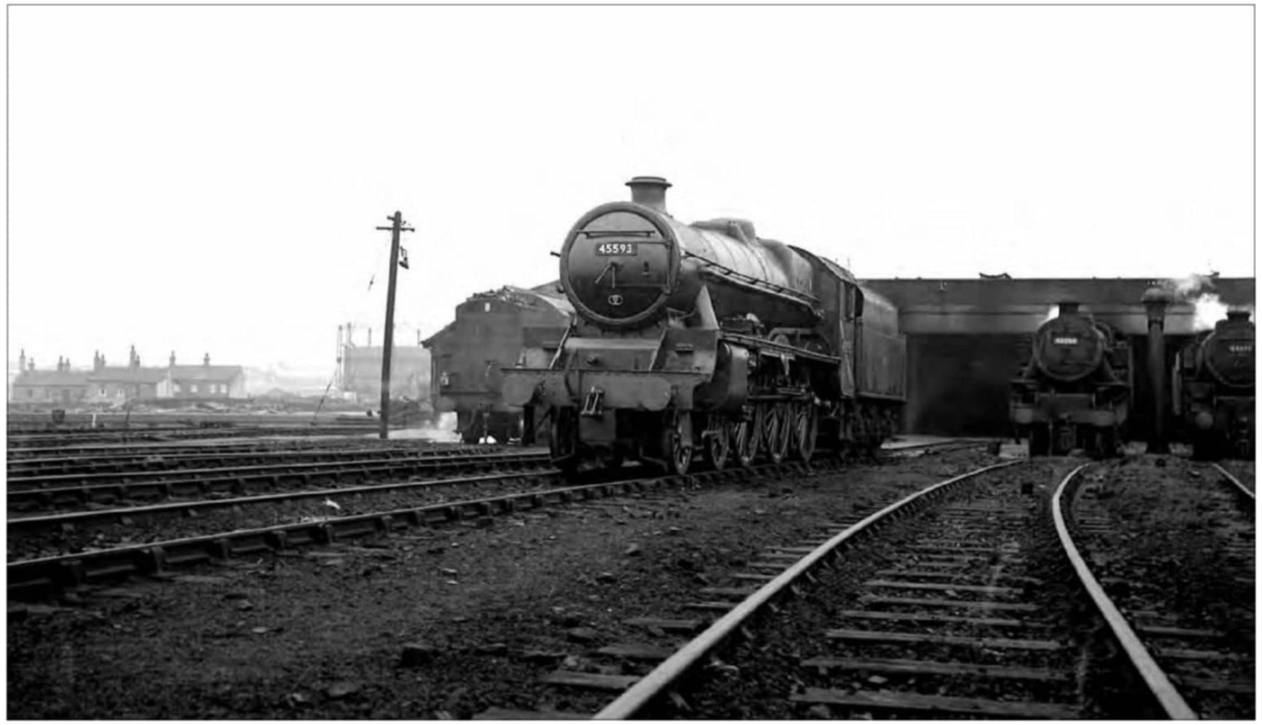
Bradford Low Moor (56F)



Built on the north side of Low Moor station, **Bradford Low Moor** depot was first opened in 1866 by the Lancashire & Yorkshire Railway. It was remodelled in 1890, 1945 and lastly in 1948 when it was under British Railways ownership. Sited at the end of an extensive yard, the shed in the 1940s had boasted a turntable at the northern end, and twelve roads inside the shed, with access to the depot only from the northern end. By the 1960s, twelve tracks still ran into the shed area, but the six most western lines had had the overall roofing removed. As the drawdown of steam took place in the late 1960s, steam engines from the Leeds and Bradford area were sent to Low Moor as they were displaced by diesels or their steam depot was closed. Moving locomotives to Low Moor had been going on since the early 1960s. The visitor to shed in summer 1964 would find an agreeably choice mix of former LMS, LNER and Austerity locomotives with probably 25 engines on site including Fowler and Fairburn Class 4MT 2-6-4Ts, Class 5MT 4-6-0s, Jubilee 4-6-0s, B1 4-6-0s, Austerity 2-8-0s, perhaps a V2 2-6-2 and an 0-6-0 diesel shunter. Low Moor was closed to all traffic in 1967, being one of the last steam sheds in the Leeds/ Bradford area.

***Above*. 1946-built Fairburn Class 4MT 2-6-4T No.42233 is on shed at Low Moor where it was based from December 1966 until withdrawal in May 1967. It was subsequently scrapped at Cohen's Kettering later that year.**

***Below*. Bearing the name of a city on the banks of the Panchaganga River in the Indian state of Maharashtra, a Hindu pilgrimage site known for its temples, Jubilee 4-6-0 No.45593 *Kolhapur* is seen at the rather different surrounding of Low Moor Bradford sometime between March 1965 and withdrawal in October 1967 during which period it was based at Leeds Holbeck. No temples in the background – just the engine shed, gas works and what may be Railway Terrace. One of the lucky four Jubilees to be saved, Kolhapur was bought for preservation upon withdrawal and is currently owned by the Tyseley Railway Museum.**



A Memory of the Hull Fish Trains

By Sidney Redhead

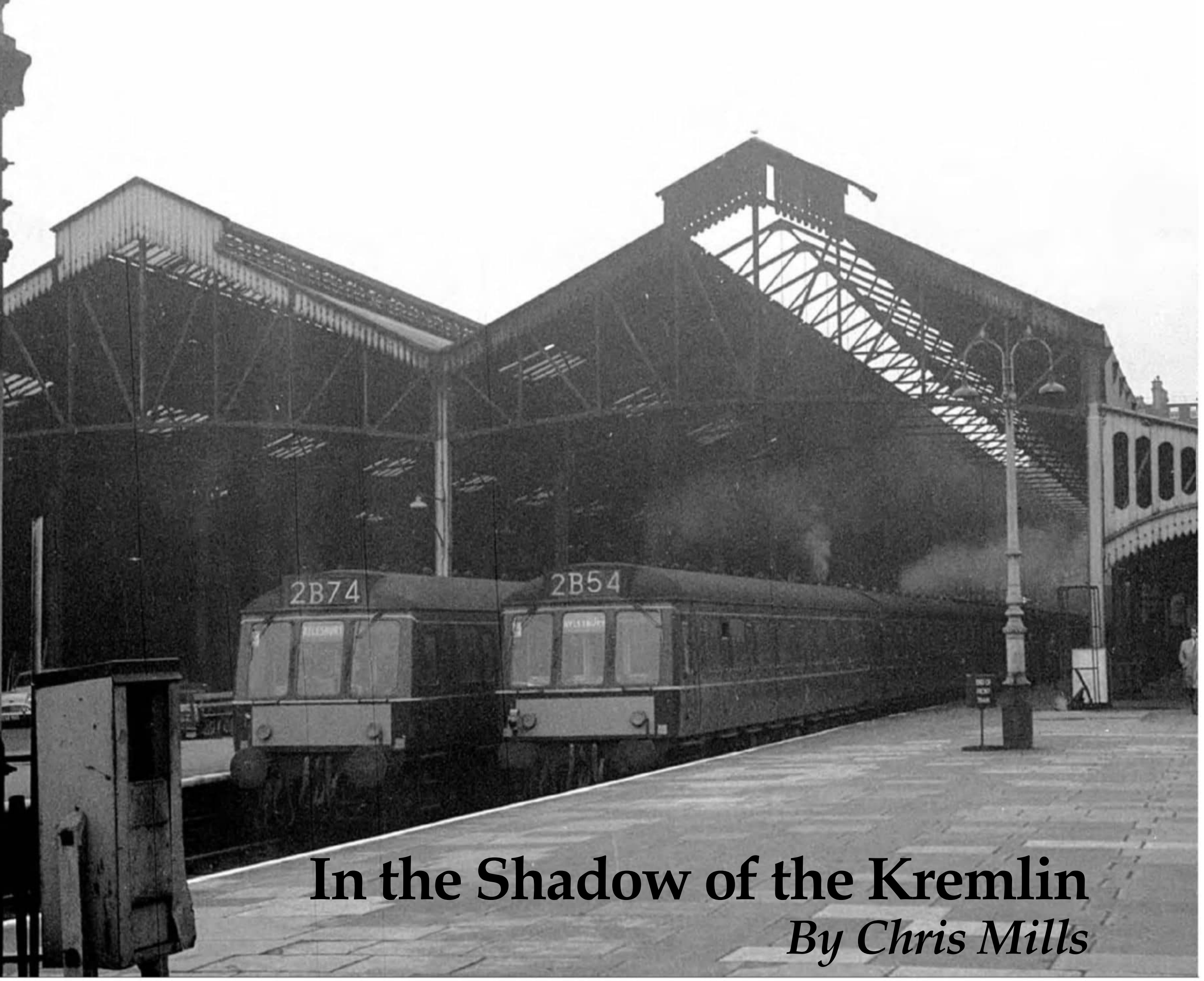
Up to 12 fish trains were prepared each weekday at Hull fish dock in the 1950s, when trawlers were busy landing their catches in the port. The huge hauls from the bountiful North Sea and beyond were despatched all over England through the extensive rail network, to be enjoyed by many hungry families. Mainly cod and haddock were caught by deep sea trawlers in the cold northern waters of Russia to Greenland, and landed at Hull fish dock.

After landing, the fish that were not required localy were packed in boxes with ice into 4-wheeled fish vans and made up mainly into fish-only trains of 30 to 40 vans. Some trains had an engine change on the way to their destination, but all the fish vans were timed to complete their journey by the early hours of the following morning at the latest, so the fish could be distributated ready for sale in the fish markets the following morning. In the mid-1950s I worked as a model maker in the research department of Blackburn Aircraft Co. at Brough. There were straight quadruple tracks from Hull for quite a distance to and beyond Brough to the west. The station had an island platform between the two up lines and another between the two down lines. Two fish trains were scheduled to pass through Brough station either side of the westbound platform a little after 7pm.

If I was working late, while waiting for my train home to Hull, I would stand in the middle of the westbound platform, ready for the two trains to pass. The silence of the station would be broken by the sound of the telelgraph bells from the nearby signal cabin, followed by the noise of the signals being pulled off to give the trains a good run through the station. Soon, a distant rumble could be discerned along the tracks from Hull. Then, a twin cloud of exhaust smoke would be seen in the distance shooting up into the air. The rumble would grow louder as the two trains drew nearer, and, in the failing light the headcode lights could be seen flickering on the loco buffer beams. Then the two trains, almost level with each other, would separate and pass either side of the platform I was standing on.

Two large-boilered class K3 2-6-0 locos then thundered past a few feet either side if me, steaming hard, with just a glimpse of the drivers leaning slightly out of their cabs, peering straight ahead. They were both followed by a string of loaded fish vans pitching and swaying as they clattered over the rail joints, causing the dust and paper on the platform to rise and swirl around. Finally, the two long wheelbase guards' vans, playing their own tattoo on the rail joints sped past.

The noise subsided as the trains disappeared into the distance, the signals returned to danger, the dust and paper settled back onto the platform and silence returned to the station. Lovely.

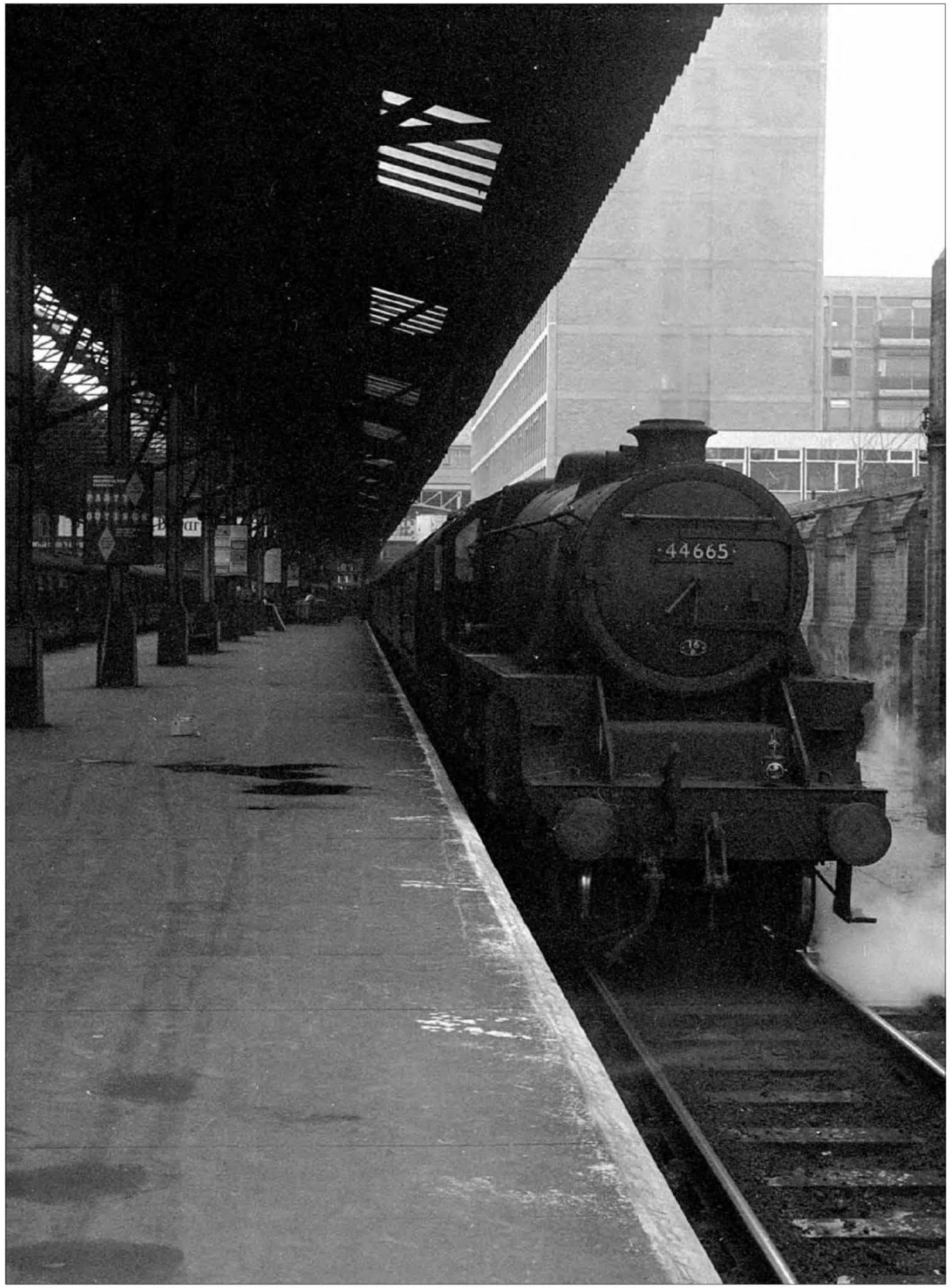


In the Shadow of the Kremlin

By Chris Mills

222 Marylebone Road and its adjunct Melbury House had the unflattering nickname of *The Kremlin*. It was here that the British Transport Commission was based and took the fateful decisions during the 1960s, which shaped the railway system we have (and almost failed to hold) today. Melbury House stood immediately to the west of Marylebone station, the London terminus of the Great Central Railway. As the last of the railway companies to reach London the station was always in the also-ran category. The mainline services to Manchester were the first to be curtailed, with a replacement semi-fast service as far as Nottingham. It was only the local services out to Aylesbury that kept the station running. Now back in the day when I was just approaching my teens I was a keen zoologist and regularly attended the monthly meetings of the XYZ (eXceptional Young Zoologists) club at London Zoo. On the return journey home I could always manage to pass by Marylebone station to catch a glimpse of L1 tank locos working local services, perhaps with a B1 on a long distance train. Then all changed, the London Midland took over, diesel units arrived, and after a short period of clapped-out Royal Scots, the ubiquitous Stanier 5s took over the remaining Nottingham services: 08.38, 12.38, 16.38 departures. As my interest in railways grew the 16.38 became a favourite. I could just make it after school and on occasion a sprightly run would be made up to Woodford Halse, where I alighted and returned from whence I had come. It must have been more than annoying for those ensconced on the upper floors of Melbury House, trying to devise ways of modernising the remains of the railway system, to look out of their windows and see *steam* trains pulling away from the platforms below. Against all odds the station has survived to this day.

Evening rush-hour at Marylebone with a Derby built class 115 unit revving up ready to depart with an Aylesbury train via Princes Risborough. The unit standing next to it will travel down the old main line of the GC London Extension direct to Aylesbury. Towering above it is the side of Melbury House. Over on the left, beyond the DMUs, the wide platform accommodated a Cab Rank with access leading from Rossmore Road Bridge as well as through an arch in the main station buildings out onto Station Approach. Once the future of the station had been decided in the 1980s a further two platforms were cut into the cab road, increasing the station's working capacity. The roof has clearly seen better days with the louvred section completely missing above the DMUs. The date is probably late 1962. The ornamental building in the background is the original station building and offices, which extended for twice the width of the original platforms. Sufficient land had been purchased for a much bigger operation but initially finance was not available to meet the grand expectations. Subsequently Melbury House went onto some of that land.



44665 spent three years at Annesley, from May 1962. The date of this view is unknown but is probably summer 1962 as the loco has accumulated significant Annesley 'crut' but not enough to make the numberplate unreadable. It stands ready to depart with the 16.38 semi-fast to Nottingham. The mass of The Kremlin towers above it, with the lower western extension off further to the right. An Aylesbury-bound DMU stands in the adjacent platform. The deserted appearance of the platforms is typical of how Marylebone felt in those times: just a couple of minutes activity as commuters arrived in a bunch to board their local train, and the odd person joining the Nottingham train where the parcels traffic will already have been loaded up in good time.

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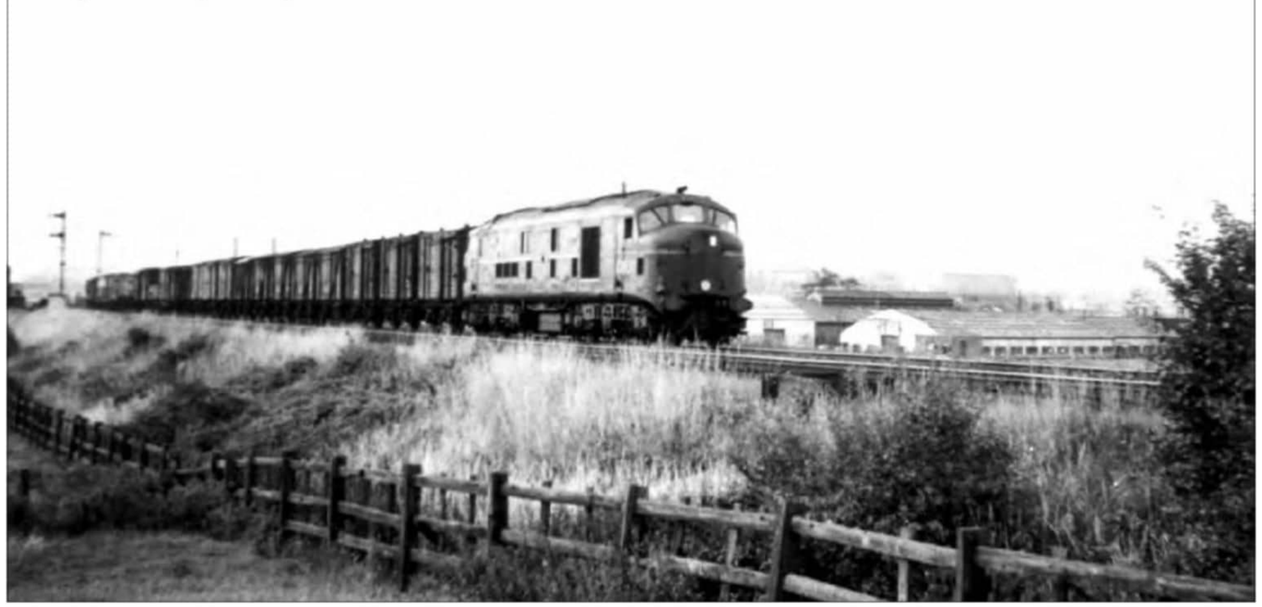
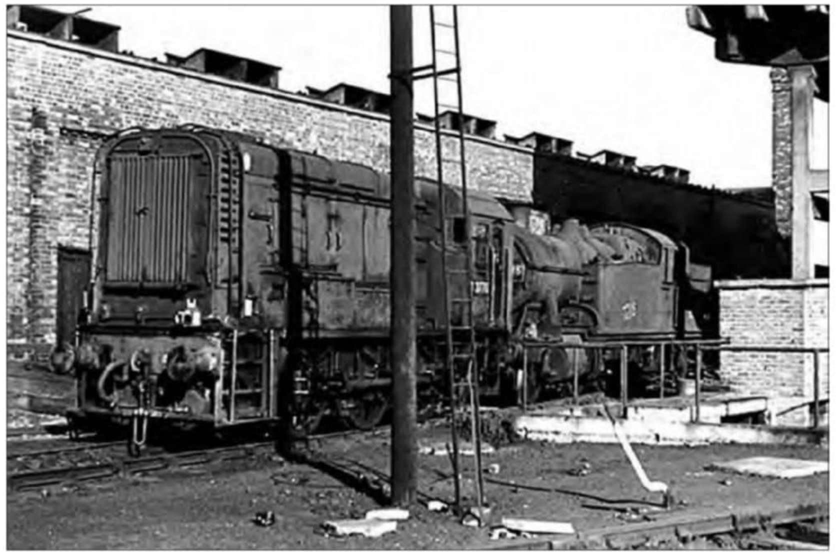
Oddments from the Old Shoebox
Northampton by Numbers
By Barry Taylor



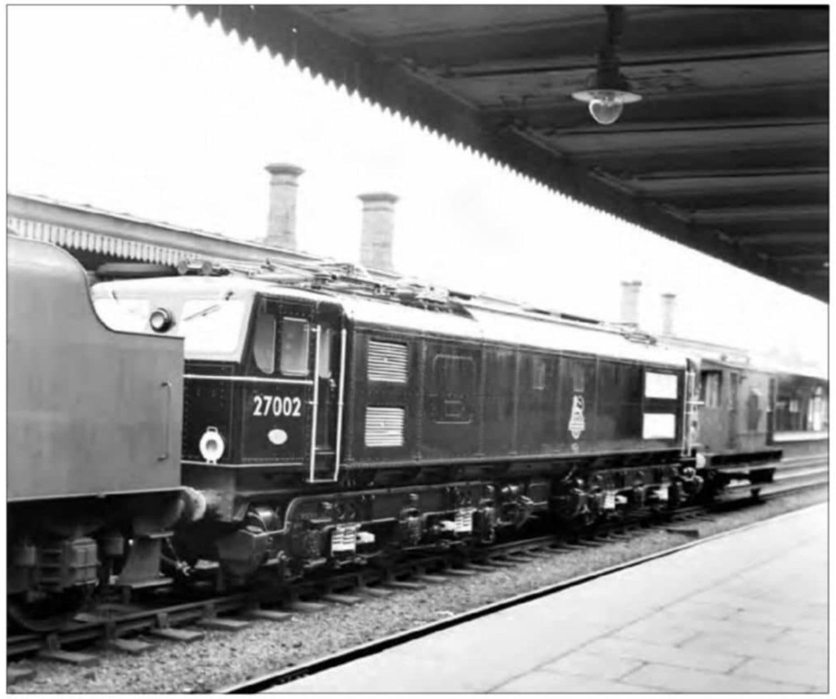
A recent conversation with an old mate from the trainspotting days of the nineteen-fifties turned to the iconic Ian Allan ABC series of small booklets that were once essential for every serious enthusiast. Those of us of a certain age will at one time or another almost certainly have owned some of these, and they appeared at least twice a year to reflect changes in the British Railways locomotive fleet. They could be obtained individually for each of the four operating regions of British Railways, namely the Western, Southern, London Midland and Eastern, or for the well-heeled spotter, all of them were available bound into a single hardbacked 'Combined volume' for ten shillings. This contained a numerical listing of all BR locomotives, which had been renumbered into their own specific regional series after nationalisation in 1948, reflecting their previous ownerships by the 'big four' of the Great Western, Southern, London Midland & Scottish, and London & North Eastern railway companies. Generally speaking, each of the former companies locomotives were renumbered with a specific prefix number. Naturally enough the Great Western had to be the exception to the rule and their excuse was that the cost of replacing their cast metal cab-side numberplates would have been prohibitive and so they retained their former numbers under the new BR regime within the range from 1 to 9999. The former Southern locomotives had a '3' added to their previous rather scattered numbering system, thus taking up the 30000 – 39999 range, whereas the London Midland & Scottish Railway were allocated 40000 upwards, but had too many locomotives and so overflowed into the '5' series. Then came the London & North Eastern Railway within the '6' group, and the lists were completed by British Railways new Standard designs, which took up the '7', '8' and '9' series; the latter also included 2-8-0s and 2-10-0s purchased from the Government after the Second World War. It will be noticed from the foregoing that the numbers between 10000 and 29999 are missing, and these were reserved for the ever-increasing ranks of mostly new diesel and electric locomotives respectively.

Anyway, we digress, and so back to the recent conversation that resulted in this article. The question was posed as to whether a locomotive from each of the above number series had ever appeared at our home town of Northampton, and furthermore, had been photographed there. Suffice it so say that this did present a few problems for the Shoebox, but a lengthy rummage in its hidden depths finally provided the answers. As might have been expected the LMR '4' and '5' series and BR Standard locomotives were over-represented, and the line to Peterborough ensured that photographs of 'sixers' visiting from the East were also easy to find. However, the Western and Southern Regions were understandably much more difficult to come by, and although early diesels provided examples of the '1' series, it was at first thought that the electric locomotives in the new '2' series would be a major stumbling block. These were mainly confined to either the electrified routes of southern England, or the isolated Woodhead route from Sheffield to Manchester; remarkably, however, it was eventually possible to find a photograph of one of these rarities at Northampton and just how will be revealed in the following captions.

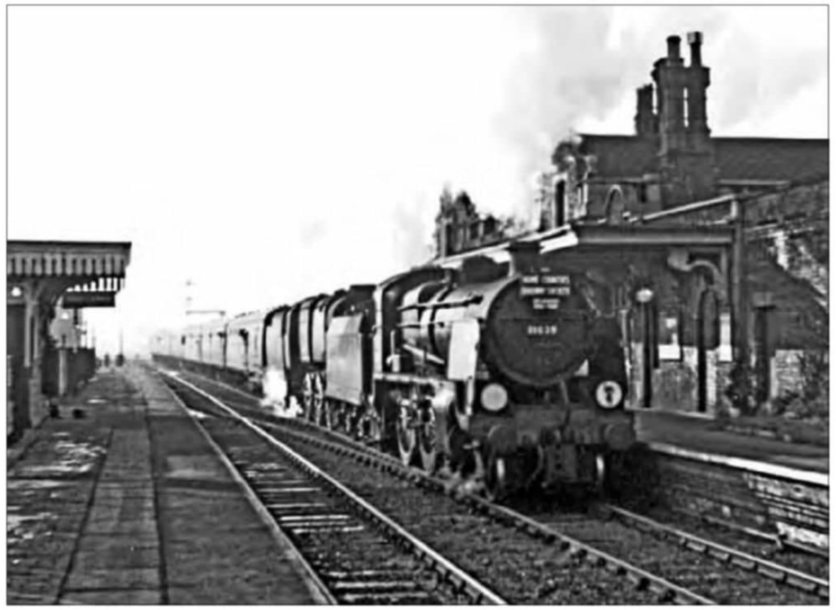
Above*. The new British Railways series beyond 10000 was reserved for the ever-increasing diesel fleet, although initially this only consisted of just a small number of main line locomotives and several 0-6-0 shunters; by the time that larger numbers had been constructed in the mid nineteen-fifties the scheme had been amended to use a 'D' prefix instead. However the early main line examples kept their original numbers, and the first of these, London Midland & Scottish Railway diesel electric 10000 of 1947, is seen here heading a fitted freight train southwards past Duston West signalbox in 1962. *(B Denny)



Top*. There were a few random visits of Western Region locomotives to Northampton over the years either side of 1960, and these were always Collet 22xx 0-6-0s that had arrived via the Stratford & Midland Junction line to Blisworth and carried on to Northampton shed for servicing. However, none appear to have been photographed, and it seemed that the only GWR representative that had been captured on camera was Castle class 7029 *Clun Castle* on a railtour of 27th March 1965. Nevertheless a rummage through the Shoebox did turn up this unlikely image of GWR heavy goods 2-8-2T 7218 lurking down the side of the locoshed on 15th November 1964, whilst en route from its last posting at Banbury to the breaker's yard. *(Dennis Thompson)

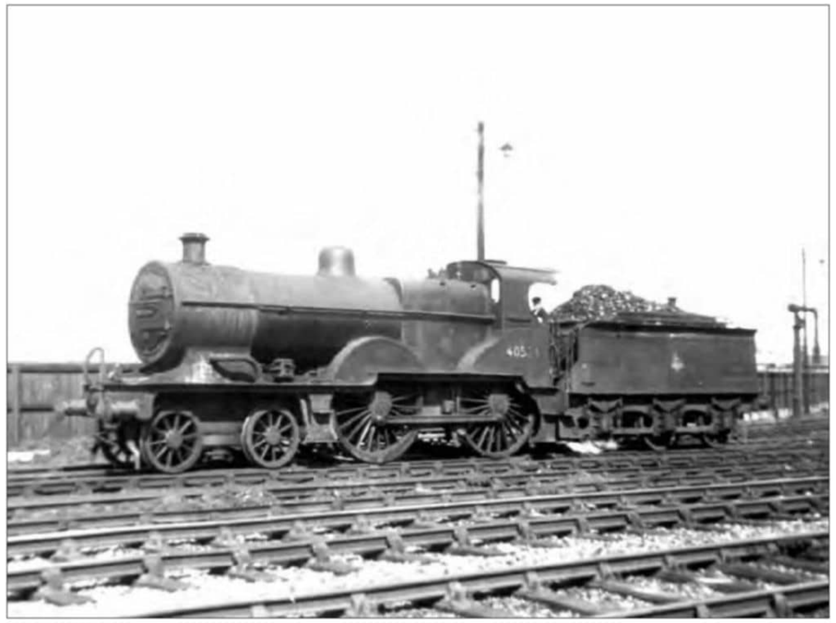


***Middle*. Finding a photograph of a locomotive in the '20000' series at Northampton at first seemed a hopeless exercise, until this image of a brand new British Railways EM2 class Co-Co electric 1500 volt DC electric locomotive 27002 was discovered. Research has revealed that between 25th May and 4th June 1954 an exhibition was held at Willesden MPD as part of an International Railway Congress event. Exhibits included seven modern BR Standard steam locomotives, seven diesel, electric and gas turbine units, numerous examples of passenger and freight rolling stock and many other items. The electric locomotive, together with diesel shunter 13046, the experimental Fell diesel 10100, and BR Standard Class 5 4-6-0 73050 were hauled by a Stanier 8F locomotive southwards to Willesden separated by goods wagons and were very fortunately captured on film as they passed through Northampton Castle station.**

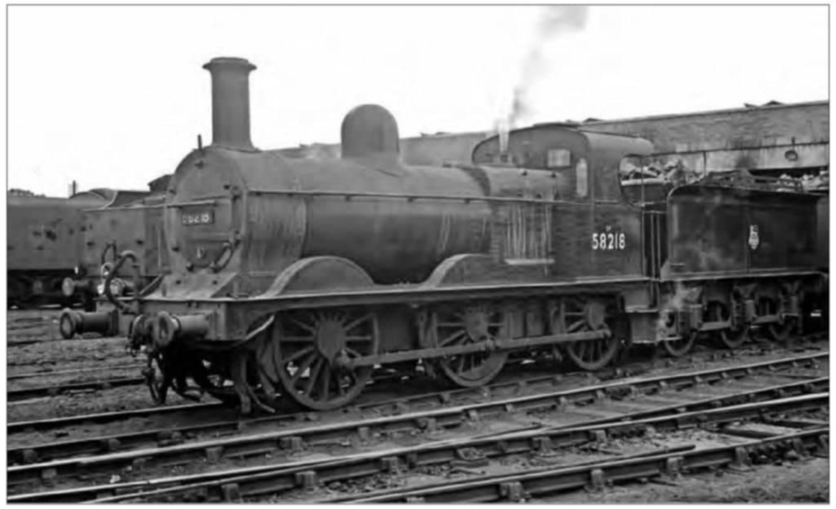


Bottom*. The appearance of a Southern Region locomotive representing the 30000 number series at Northampton was also a very rare event. A handful were loaned to the LMS during the Second World War, and were photographed around the area, but as they were still bearing their pre-grouping numbers they do not really qualify for this survey. However, the increasing use of exotic motive power on railtours during the nineteen-sixties has provided a candidate. On Sunday 7th March 1965 the Home Counties Railway Society ran an extensive circular tour to and from London Paddington station, which covered a large area of the Midlands behind Southern Region N class 2-6-0 31639 and Q class 0-6-0 33006. The odd couple are seen passing through the frosty platforms of Northampton Bridge Street station, with your very cold author just visible at the far end of the platform. *(Dennis Thompson)

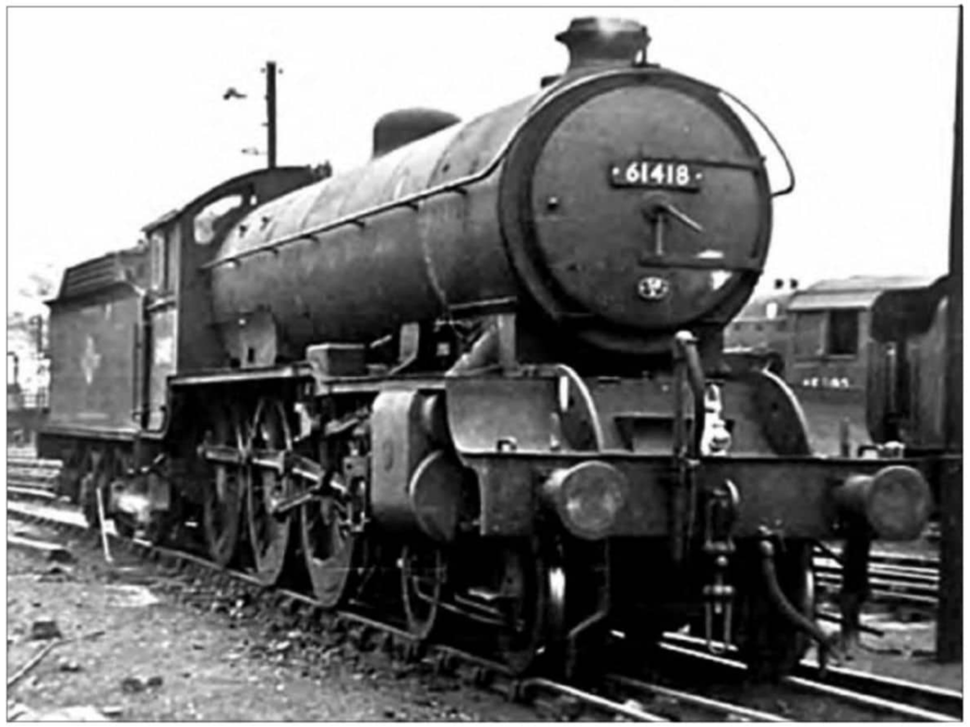
Top. Midland Railway 2P 4-4-0 40534 spent much of the nineteen-fifties allocated to Northampton, and with its main line career seemingly long in the past, found employment on the local branch line trains to Peterborough and Market Harborough. It was photographed in the shed yard in late 1956, and soon afterwards disappeared from local sight; remarkably, however, it then had a brief 'Indian Summer' of use from Kentish Town and Nottingham sheds piloting Midland main line expresses after the introduction of newly accelerated 'XL' timings on the route. The exertion obviously proved too much for the veteran, and it was withdrawn in June 1959. *(B Denny)*



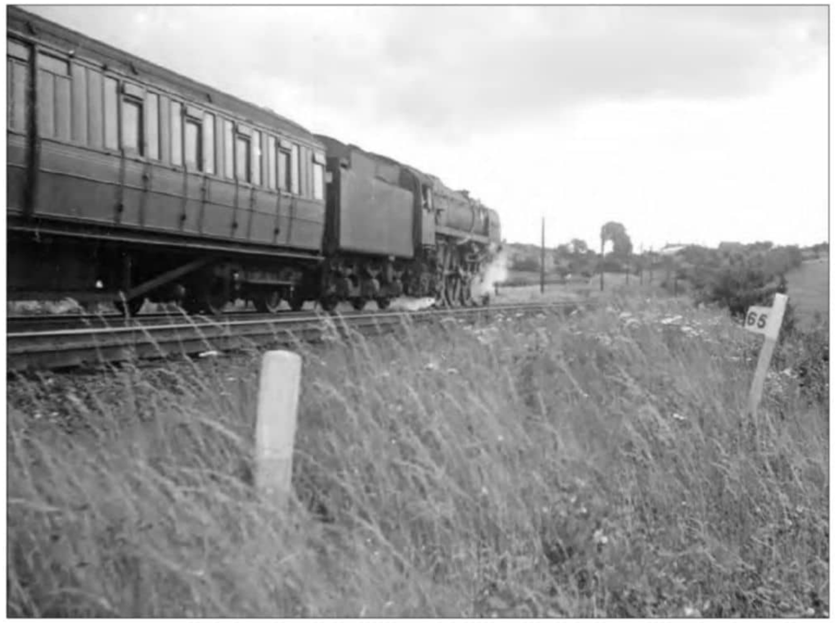
Middle. The 50000 series of the London Midland Region contained a large number of Scottish locomotives together with a wide variety of other classes from various pre-grouping companies including the Midland Railway. A few of these were always to be seen around Northampton in the fifties, with Johnson 2F 0-6-0 58218 being a typical example. The locomotive bears a short-lived 4B shed plate, thus dating the photograph as no later than March 1952, when Northampton shed became the much more recognisable 2E.



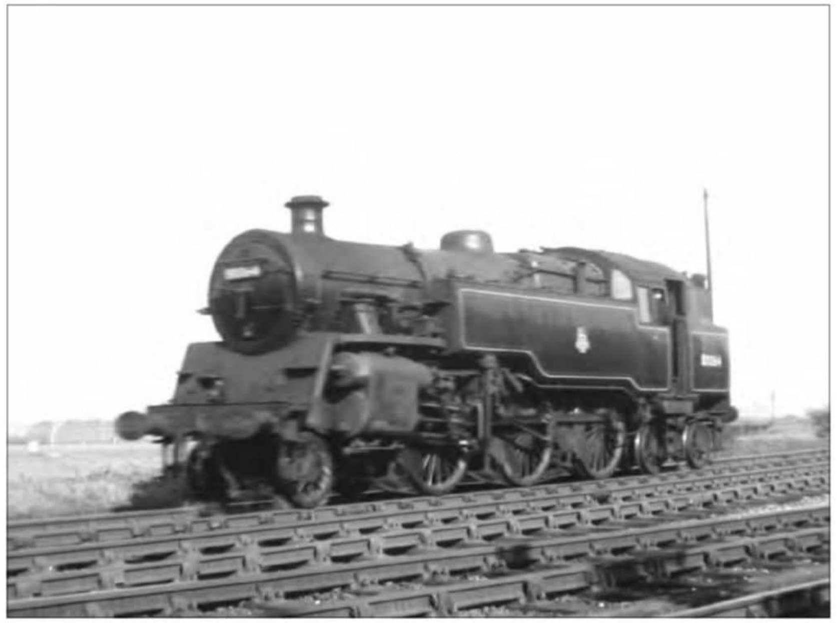
Bottom. The Nene valley branch line to Peterborough ensured that 'sixers' from the Eastern Region were no strangers to Northampton, and throughout the fifties and early sixties examples of Great Eastern Railway B12 4-6-0s, 'Claud Hamilton' 4-4-0s and later LNER Thompson B1 4-6-0s were regular visitors. However, other types did appear and one of the most unusual was a B16 4-6-0 61418, which somehow came all the way from its home at York via Leicester and Market Harborough on a parcels special. The rare visitor was somehow photographed on shed at 10pm in the gathering gloom of 20th June 1962. *(Dennis Thompson)*



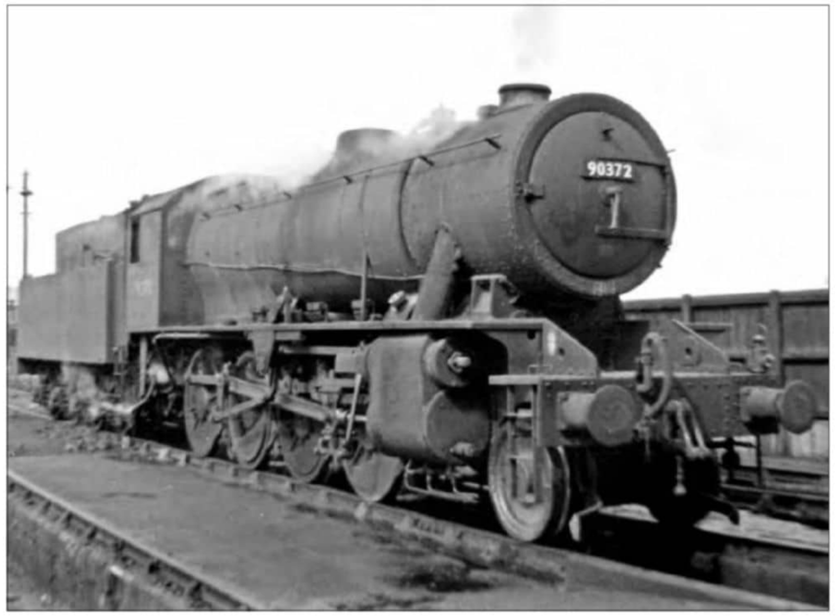
Top. British Railways Standard classes in the 70000 series were plentiful at Northampton, with all types being seen with the exception of the usually northern-based 77000 Class. Britannia class 4-6-2s were initially only to be seen on diverted main line expresses, but as dieselisation increased others were cascaded down on to secondary services. One of the original London Midland Region examples, 70033 *Charles Dickens*, was photographed passing milepost 65, just south of Northampton Castle station on the way south towards Roade Junction and Euston, during late 1962 with the Up Llandudno service that called at the town around 2pm each day. *(B Denny)*



Middle. The usual representatives of BR Standard 80000 series locomotives to be found at Northampton were the small 2-6-2 tanks of the 84000 class, which regularly worked in on branch services from Bedford and Wellingborough. However, for a brief period in the mid nineteen-fifties several of the much larger 4MT 2-6-4 tanks were allocated to Watford and Bletchley shed and so appeared on local main line stopping passenger services. These usually terminated at Northampton, and the locomotives would then make their way down to the locoshed at Duston West to turn on the triangle of lines there; 80064 is seen as it runs back to Castle station to take up its return working.*(B Denny)*



Bottom. And finally, we reach the 90000 series, which included the BR Standard 9F 2-10-0 heavy freight class, in addition to the older war time 'Austerity' 2-8-0s and 2-10-0s purchased from the Government after the cessation of hostilities in 1945. All but the Scottish-based 2-10-0 class were very familiar visitors to Northampton, but time was fast running out for steam when 90372, nominally from Doncaster, appeared at Northampton on 6th August 1965, just a few weeks before the shed finally closed for good. *(Author)*



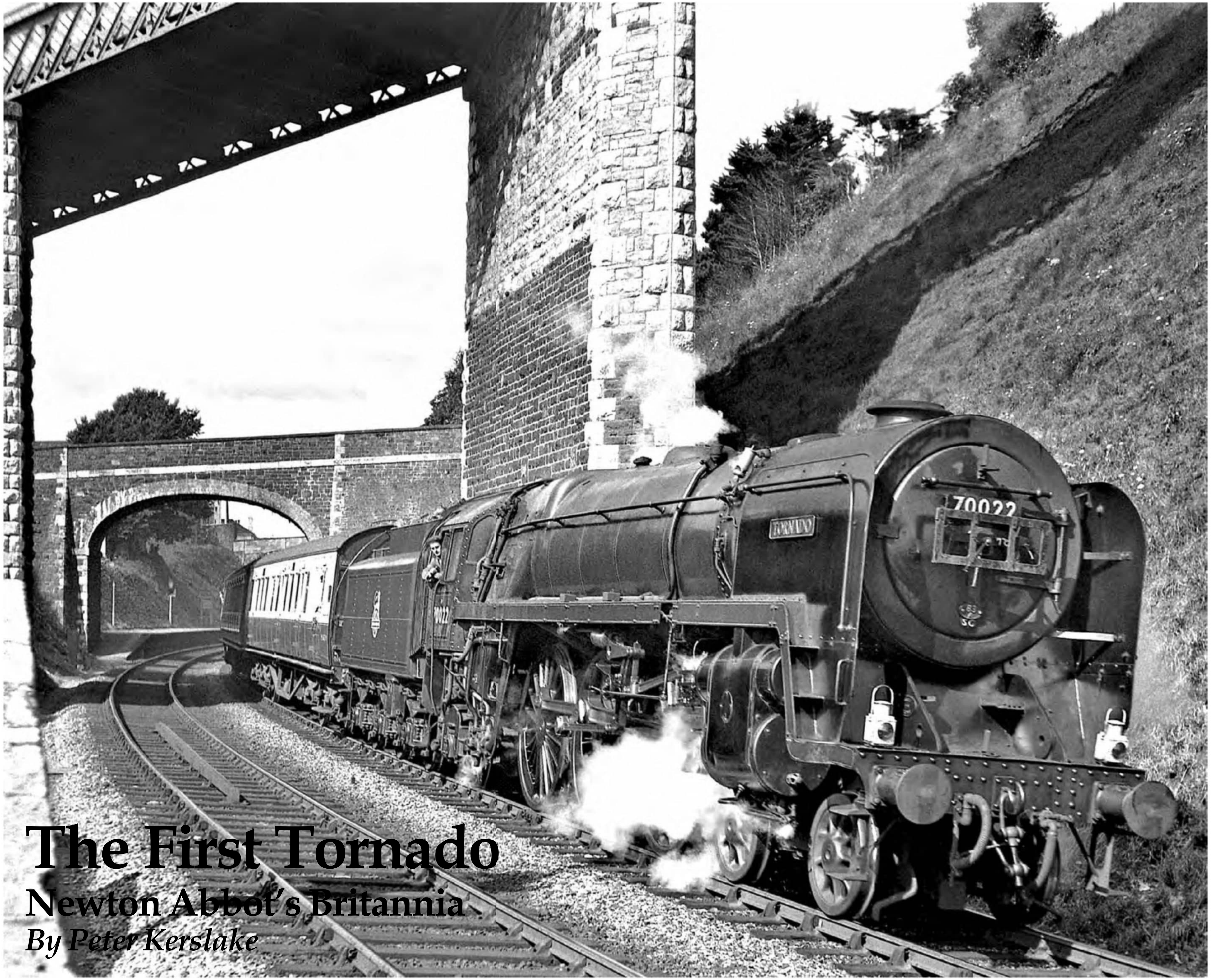
The First Tornado

Newton Abbot's Britannia

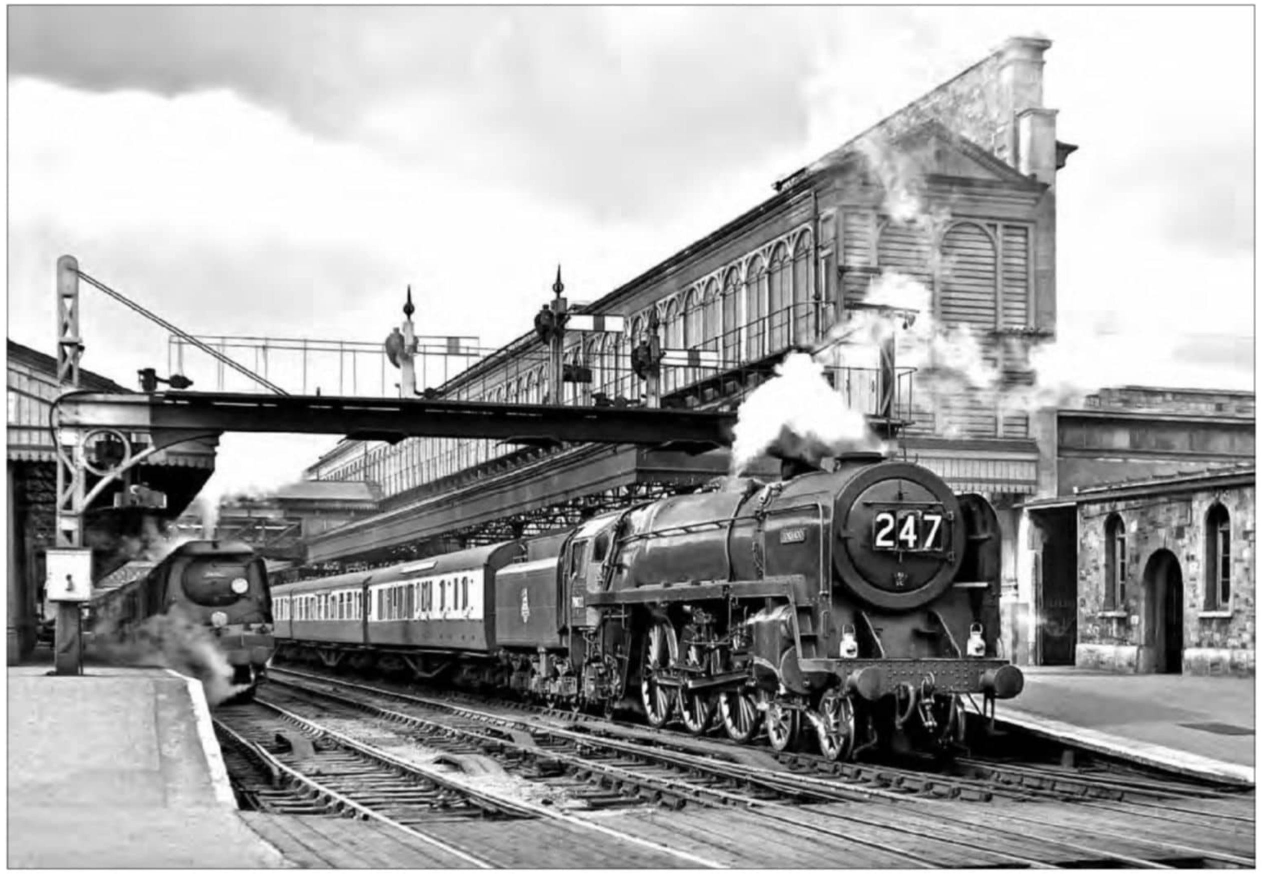
By Peter Kerslake

Fortunate as we are in having the splendid newly-built *Tornado* with us today it is worth recalling that Newton Abbot Motive Power Depot was the intended home to the original *Tornado*, the twenty-third Britannia to emerge from Crewe Works in August, 1951. The reasoning behind the decision by those in authority to send just a single Britannia to Newton Abbot has been lost in the mists of time and records show that Newton Abbot also housed 70019 *Lightning* from June of 1951, although its stay there lasted for just three months before it was sent to Plymouth's Laira Depot. Tornado went as a new engine to Laira from August 1951 and did not reach Newton Abbot until much later in April of the following year, so there seems to have been something of an exchange between the two locomotives, but again the reasoning behind that strange situation made some seventy years ago is still today unrecorded. Newton Abbot had the task of providing Top Link locomotives for a number of express passenger duties at that time, including the Torbay Express, a duty that it shared with Old Oak Common, the West to North long distance runs worked in conjunction with Shrewsbury Depot, and The Devonian, which was a favoured duty for *Tornado,* taking the engine to Bristol Temple Meads and back on a daily undemanding roster.

I have no personal recollection of seeing *Tornado* at Plymouth in those early years, neither have I come across any photographs of it at Paddington but we do see, however, that the locomotive was entrusted by those at its home Depot with handling the heavily-loaded and much more demanding West to North duties, which took it from home to Shrewsbury, a 'Double Home' working with the engine and its footplate crew remaining overnight at Shrewsbury before returning home on a similar North to West duty the following day.



A splendid photograph of Newton Abbot's *Tornado* from July of 1953 as it passes below Eastcliff Bridge at Teignmouth and comes on to the sea wall, its fireman taking a breather at his cab side window as they head a West to North passenger working. Newton Abbot's cleaners have done a fine job in preparing their sole Britannia before it left their care that morning. The engine and its crew will work right through to Shrewsbury, returning home the following day, these duties shared with engines and crews from Shrewsbury depot. Eastcliff Bridge dated from 1883, its masonry pillars built by Stevens of Ashburton whilst the lattice iron work was manufactured at Swindon Works. *(Ken Widd/S.Armitage Collection/Rail-Online)*



Newton Abbot had some fifteen well-maintained Castles on its books in the mid 'fifties, the best often used on the Shrewsbury runs, but *Tornado* also took its turn. Enginemen from Shrewsbury, which had no Britannias, were free to choose between one of their highly respected Counties or Castles.

After four years and eight months housed at Newton Abbot *Tornado* was transferred to Cardiff Canton during December 1956 in company with Laira's four members of the class, together with five Britannias from Old Oak Common, suitable work for the locomotives having diminished upon the introduction of main line Diesels, especially on the West of England services between Paddington to Plymouth and Penzance. Just what the Shedmaster at Canton thought in having ten run down Britannias arriving on his doorstep is probably best left to the imagination, particularly as he already had a number of Castles and five newer and well-liked Britannias for use on his principal duties. The additional Britannias were found to be in poor mechanical condition and well past overhaul dates at Swindon or Crewe

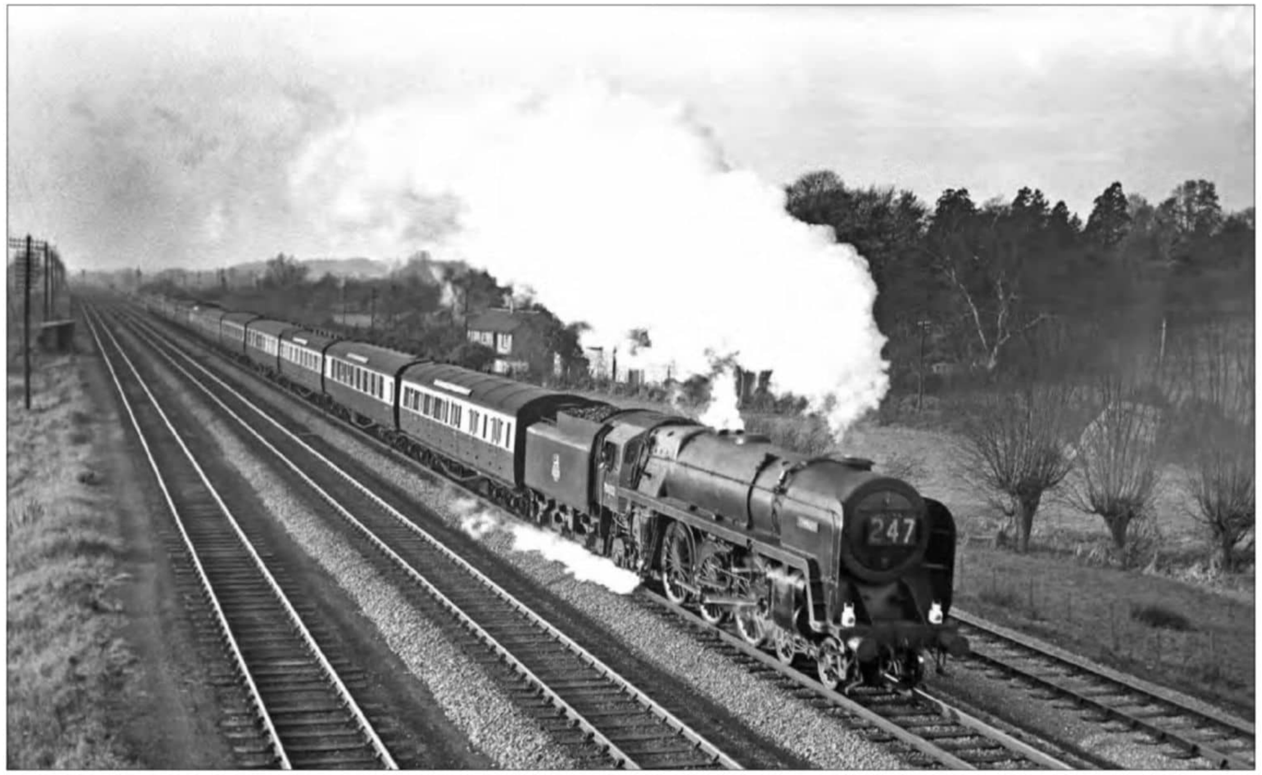
Whilst at Canton, however, *Tornado*, in company with the best of the transferred Britannias, was eventually rostered on tightly-timed express duties from Cardiff to Paddington, working an Out and Back roster, and returning home later the same day following a turn round and check over at Paddington's Ranelagh Bridge yard. The class additionally handled tasks on the line northwards from Cardiff to Shrewsbury. In September of 1960, however, their use on the Paddington services from Canton was greatly reduced when six displaced Kings were similarly thrust upon Canton, to be joined by two more the following year, thereby restricting the use of the Britannias to more duties on the less demanding Shrewsbury rosters rather than running through the Seven Tunnel to and from Paddington.

The writing for the Western Region's Britannias was clearly on the wall, therefore, and in a wholesale move to the Midland Region, which began in 1961, *Tornado* and its companions left Canton, which itself closed the following September, with *Tornado* initially finding itself at Carlisle's Kingmoor Motive Power Depot from September 1961 for nine months before moving to Manchester Longsight from June 1962. Here it remained for just three months, thereafter being housed at Birmingham's Aston Depot for just a month from September 1962, returning there for a longer twenty months from February 1963 until October 1964. *Tornado* also spent time at Carlisle Upperby and Rugby whilst in its twilight years before ending its days back at Kingmoor in December of 1967.

Sadly neglected whilst on the Midland Region, and not always favoured by the Region's footplate crews, despite its strong Midland Region influences in design, *Tornado* was to see service on express passenger and fitted freight duties over the Settle and Carlisle line whilst housed at Carlisle. It also worked to Leeds, Bradford, and even as far north as Perth, also being rostered to passenger duties serving Edinburgh, Glasgow and Aberdeen, a long way from its former home in the far West of England.

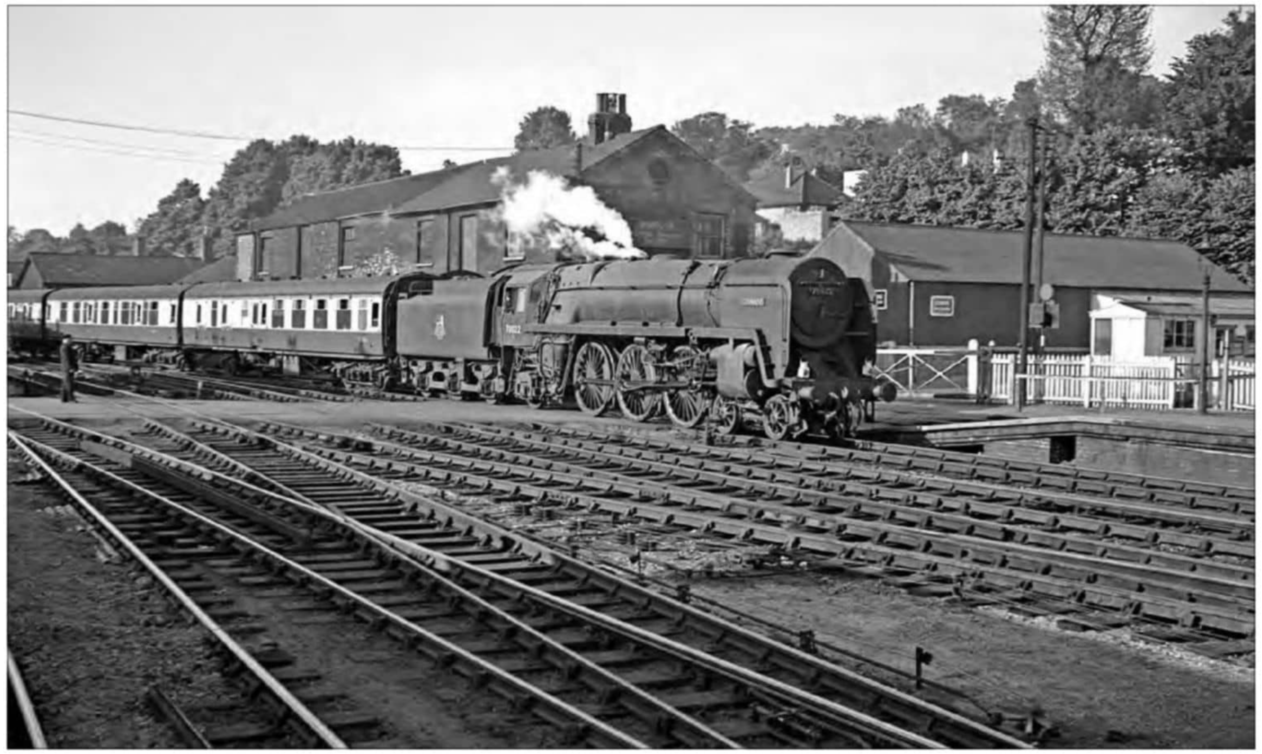
This brief account of the first *Tornado* ends following its withdrawal from Kingmoor in December of 1967, Newton Abbot's sole member of the class in its glory days a mere fifteen years earlier.

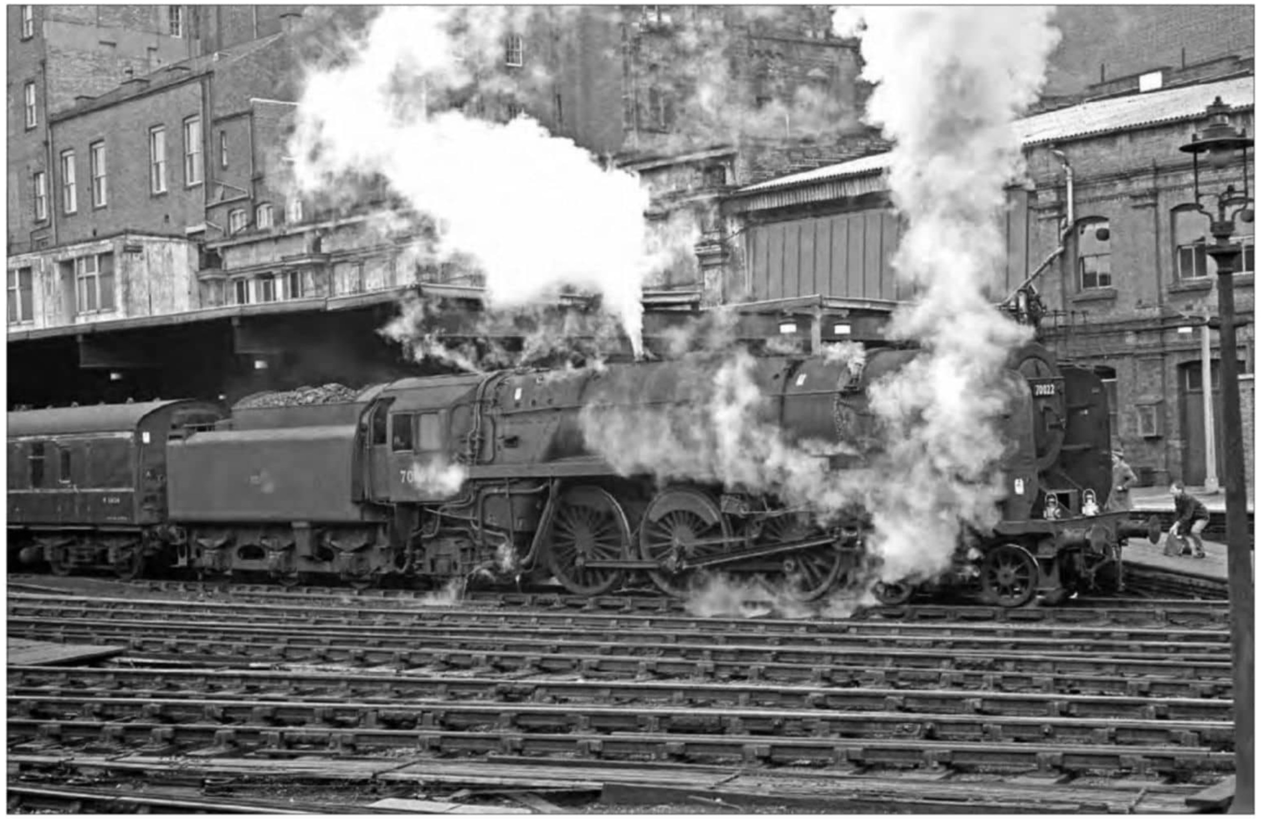
***Above*. An immaculate *Tornado* awaiting a clear road before setting off from Exeter St. Davids in July of 1953 at the head of a homeward bound North to West long distance working, which it has taken on at Shrewsbury, the end of its lengthy run now just a short distance away back home at Newton Abbot. *Tornado* may well have been given some attention by Shrewsbury's cleaners earlier in the day, but if not then it still retains its pristine condition from the day before when it would have worked the northbound outward run from Newton Abbot. That looks like 34062 *17 Squadron* waiting to head up to Central station on the adjacent platform having worked in from the North Cornwall and Devon Southern Region line.**
(Ken Widd/S.Armitage Collection/Rail-Online)



Tornado's second year at Newton Abbot would seem to have seen the engine used frequently on the long distance West to North duties as renowned local cameraman Robert Tuck has caught it approaching the Welsh side of the Severn Tunnel at Bishton, north of Newport, on 19th November 1953. This is Tornado's homeward run, the engine and its crew having worked northwards as far as Shrewsbury the previous day and the fireman is taking a rest with the injector clearly in action. The load is an impressive twelve coaches, the first three of which bear roof boards and the formation could well include sections from Manchester and Liverpool, which would have been united at Crewe much earlier in the day. *(RO.Tuck/Rail Archive Stephenson/ Rail-Online)*

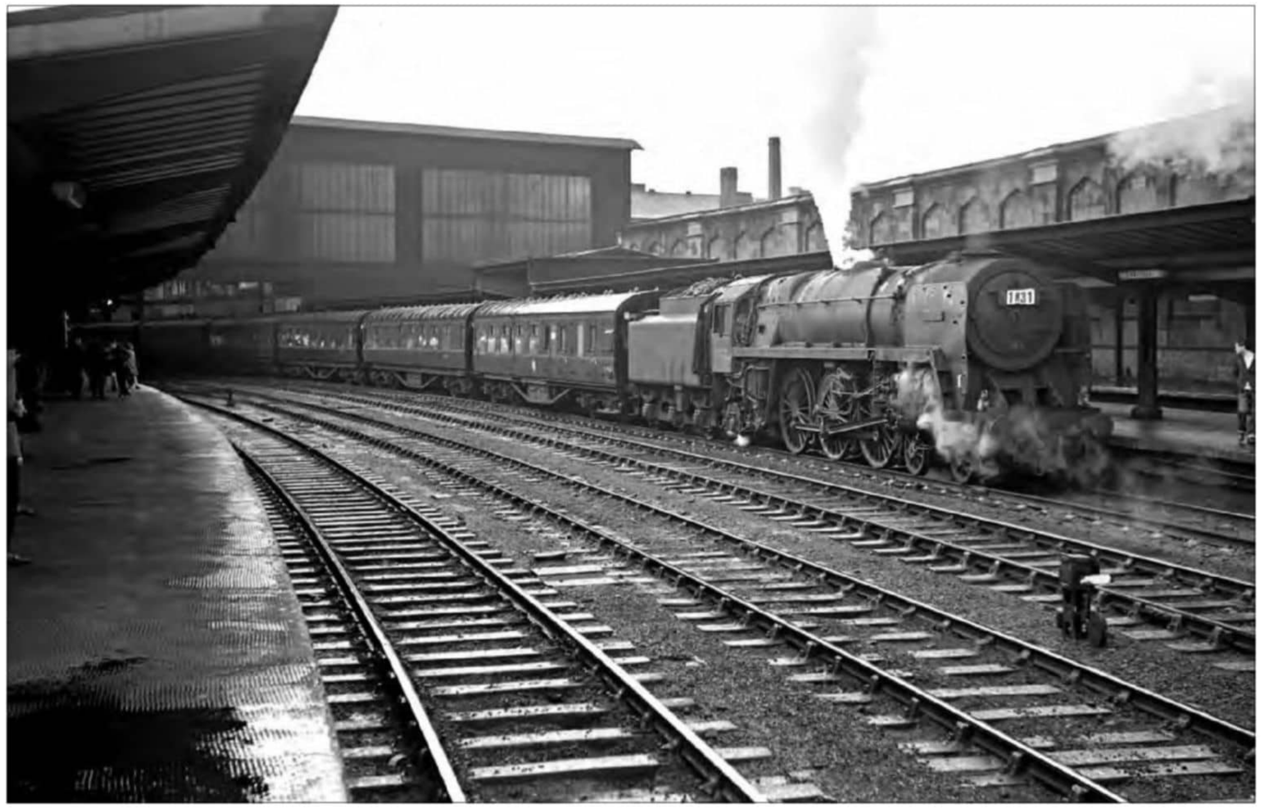
I made a visit to Exeter on 21st May 1956 and as the shadows lengthen I have recorded *Tornado* heading home to Newton Abbot and passing Red Cow crossing at Exeter St. Davids with the Devonian, which it will have worked from Bristol Temple Meads, doubtless after heading the northbound Devonian as far as there earlier in the day. This relatively easy day's duty for *Tornado* seems to have been its favoured task by Newton Abbot's Shedmaster at this period in time. The Devonian linked the North of England with the Paignton and Kingswear line and would have been worked as far as Bristol Temple Meads by a Midland Region Region engine. *(P.Kerslake/ Rail-Online)*

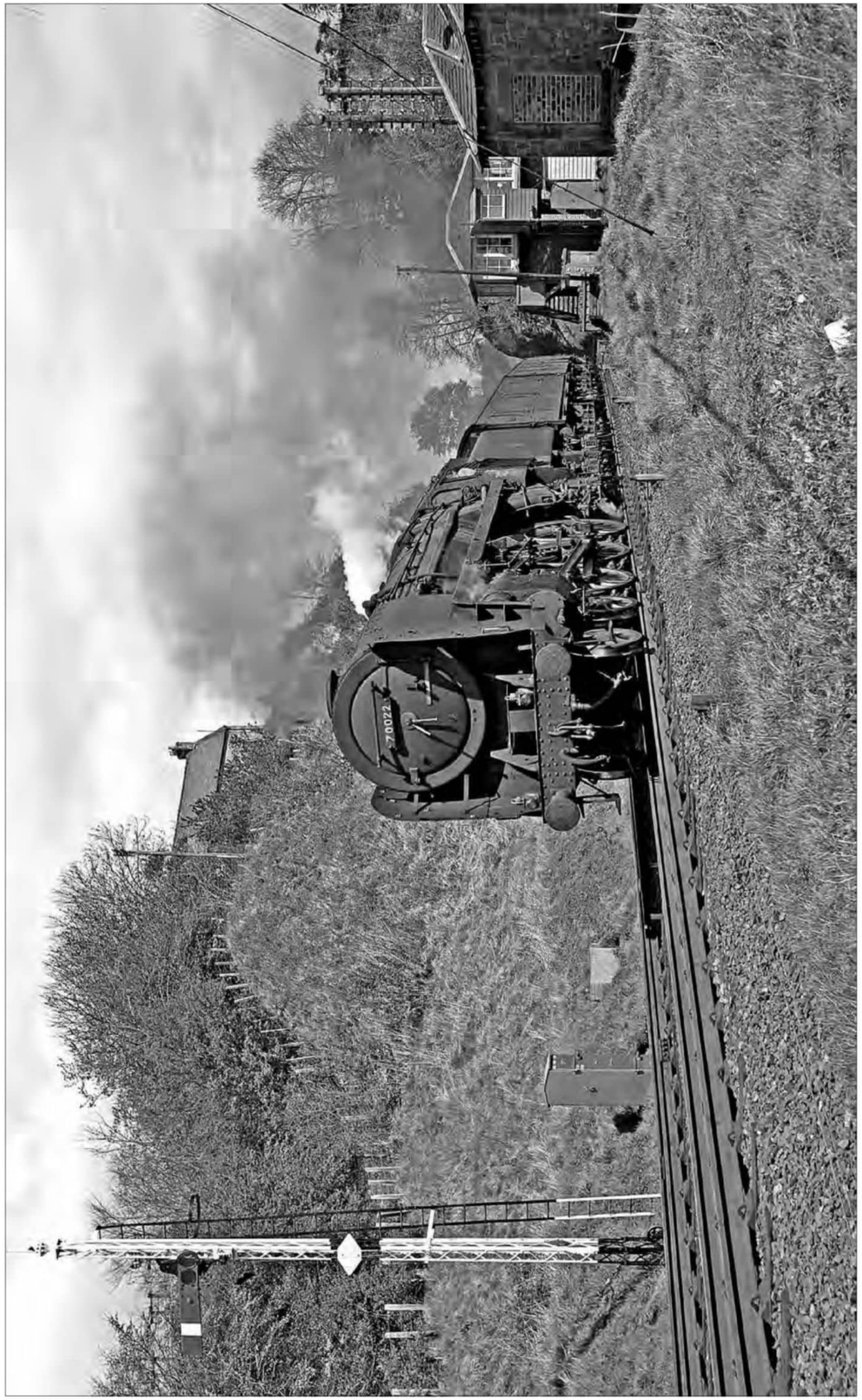




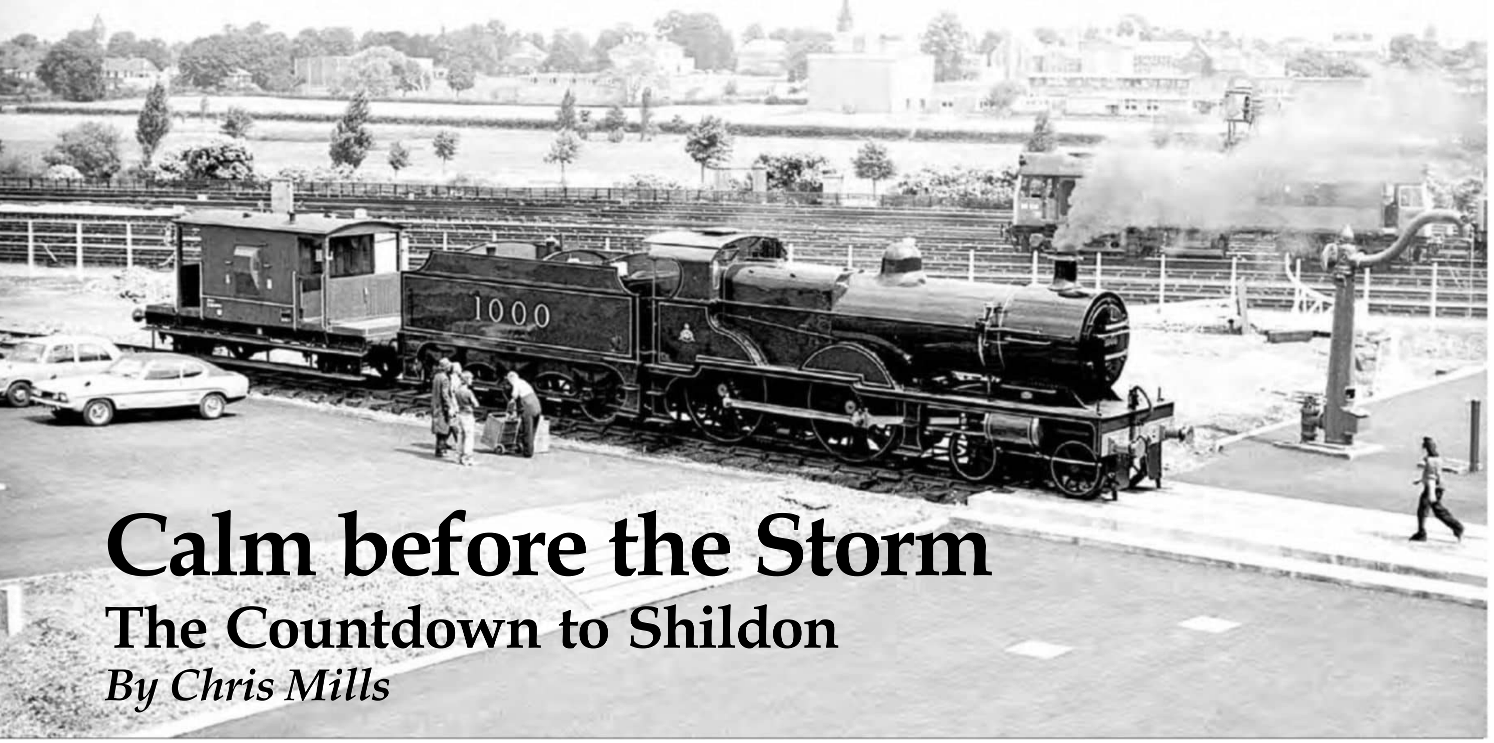
Now housed at Birmingham's Aston depot *Tornado* seems to be making very heavy weather of its departure from Birmingham New Street on 12th May 1963, and could well be slipping badly, judging by the massive exhaust and severe steam leaks from all the wrong places! The lamps indicate a fitted parcels or empty stock working. Tornado had gone to Aston three months earlier, remaining there until October of the following year before heading to Carlisle Kingmoor from where it was eventually condemned in December, 1967. (*Rail-Online)*

The Midland Region Headboard indicates that *Tornado* is heading an Aberdeen to Manchester express here at Carlisle on 24th August, 1963. My notes indicate that 70022 was allocated to Birmingham Aston depot at this time so it is doubtless heading home and with the tender seemingly full of coal it could well have just come on to this working as a fresh engine here at Carlisle. *(Rail-Online)*





A long way from its previous haunts in the far West of England, Tornado is seen here at Hilton Junction on the line between Perth and Stirling, north of the border, on 29th April 1967 when it was housed at Kingmoor. The engine has a replacement front number plate and heads a fitted express parcels working. Perth would doubtless have been as far north as the Britannias would have ventured in these late years with *Tornado* remaining in service for just a further eight months following this photograph. (M.J. Fox/ Rail Archive Stephenson/ *Rail-Online)*



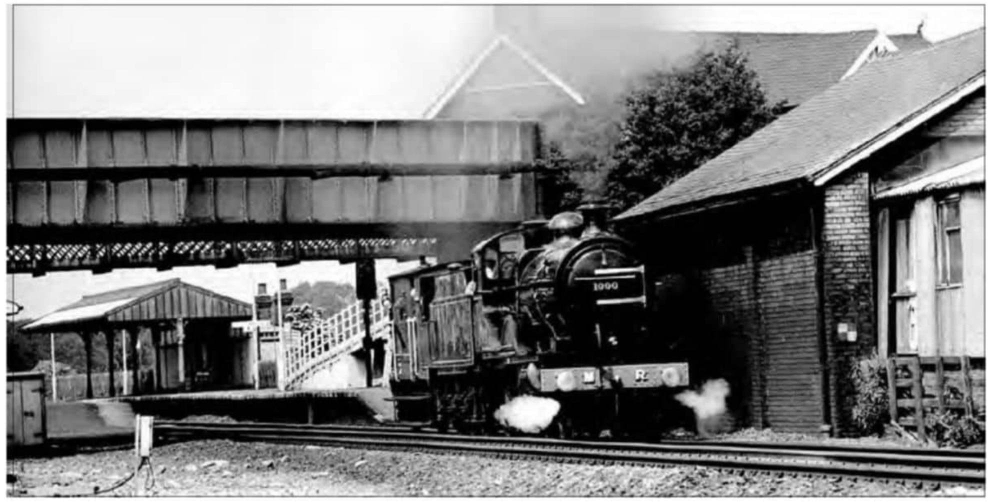
Calm before the Storm

The Countdown to Shildon

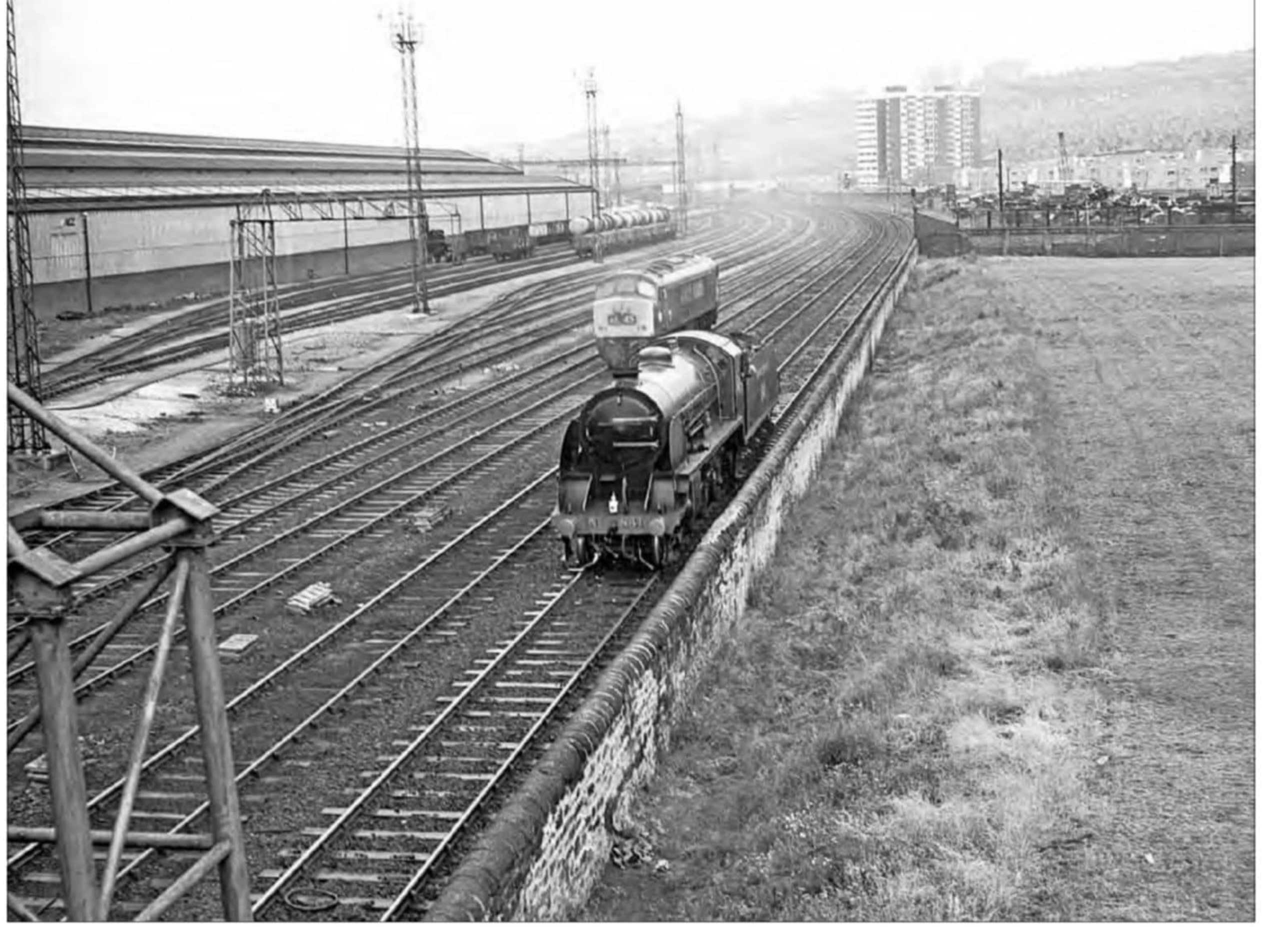
By Chris Mills

Never was an article title more true to the words. Activities opened with light engine movements, 1000 Midland Compound exploring the flatlands of the Yorkshire Ouse floodplain, whilst 841 *Greene King* was somewhat more adventurous and made its way up from Suffolk to Gosforth, in stages. As an adjunct to its appearance at Shildon, 841 was taking advantage of the wheel turning lathe at Gosforth Depot, more usually used for the tidying up of flanges on DMUs. What should have been the highlight of an otherwise quiet month was the test run to be made by 790 *Hardwicke* from Carnforth to Sellafield. The date of the trip, Tuesday 22nd July, saw the Cumbrian Coast receive a bonus prize of over an inch of rain in a few hours. Even extended processing to push Tri-X film up to 1200ASA still required very slow shutter speeds and whenever Hardwicke stopped for an examination the photographers did the same - to their heads - and before long they retired to dry off in various hostelries. The standing joke of the day related to why Hardwicke needed to 'stop' to take on water: theme tune of the day was The Move and 'Flowers in the Rain'. The rest of the month saw just a few light engine movements, so to avoid our editor having a few blank pages I've moved the end of the month back by three days to include the 24-hour marathon that was 246/419 from Falkirk to Darlington and 4771 from Leeds to Stockton.

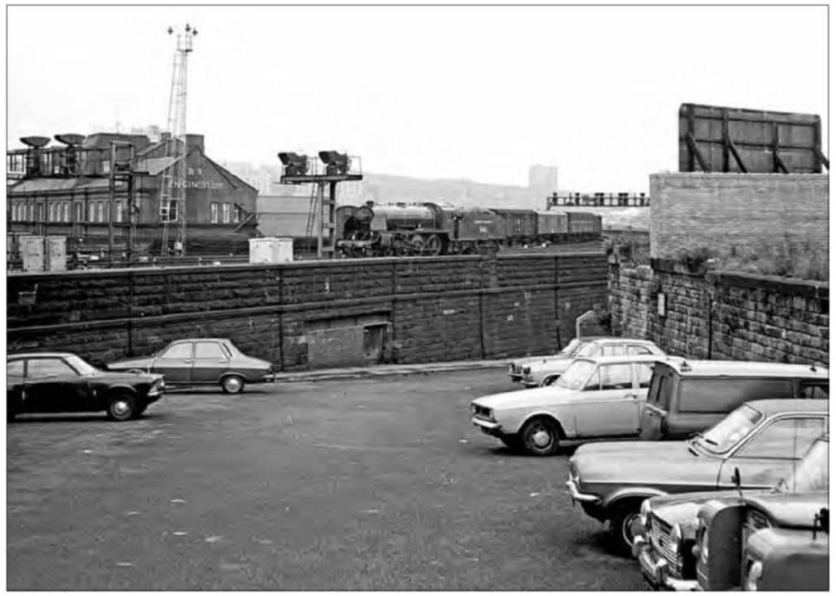
It is 26th June and the Midland Compound is preparing to leave the security of its home at the new Railway Museum and venture out into the wilds of Yorkshire, more specifically to Gascoigne Wood. There is a remarkable lack of coal in the tender, probably just enough for the intended trip - was somebody worried that it might do a runner? The attached brake van would be carrying a contingent of 'essential museum specialists'. External works are still in progress at the museum; only a few weeks before the celebrations break out in full and still a little bit of tidying up needed. Class 25 25102 stands in the background ready for its next turn of duty. Beyond are the main lines to Harrogate and to Newcastle, with the River Ouse flowing out of sight just beyond the wooden boundary fence. On the far bank are the playing fields of Queen Anne Grammar School for girls and some of the school buildings. In the far distance we can just ascertain the outline of the spire to Clifton Methodist Church and to its right, and just past the tall tree the stonework to the gable end of the St. Peters School chapel can be seen.



The test run for 1000 was straightforward and not too energetic. Out on the Sheffield line to Sherburn-in-Emlet and then round the Gascoigne Wood triangle to turn before heading back to York; overall a trip of about 30 miles. With cylinder cocks open 1000 is seen here accelerating away from Church Fenton station on the outward leg. Now the station has had a bit of an up-and-down existence. The original one on the York and North Midland Railway was located adjacent to the level crossing, which was replaced by the road bridge seen here. The station then moved a little way northwards to be at the junction with the Harrogate and York lines and opened in 1848. With increasing traffic, the line was quadrupled and the station moved back to the original location in 1904, now with five platforms. The station building (today an Indian restaurant) can be seen above the road bridge and the platform access was by a footbridge, just visible below the road bridge and sloping ramps. The building this side of the bridge, and which 1000 is passing, is the goods shed.

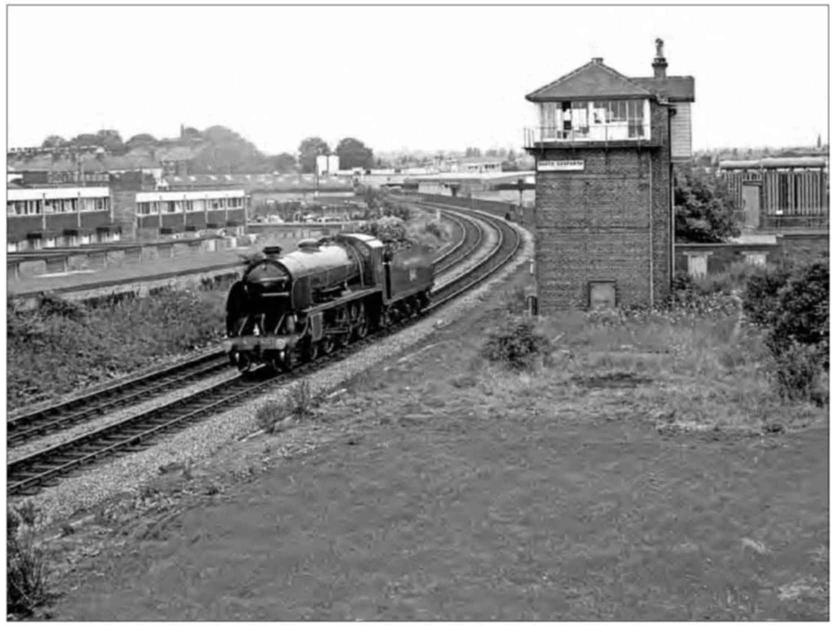


At the opposite end of the mileage spectrum was 841, *Greene King*, which set out on a journey of some 300 miles, presumably fortified by some of the excellent liquid after which it has been named. As already mentioned the destination was South Gosforth, for wheel turning. Originally scheduled to travel to Doncaster and then onward on the afternoon of 8th July, departure was delayed by several days. This caused total consternation and confusion amongst those supposedly 'in-the-know' who dutifully turned out every evening in a vain hope of a sighting. Eventually Friday 11th July was the event day and a leisurely evening was spent locally in Newcastle. Park Lane, Gateshead, has a long railway history; railway works, district civil engineer's workshops, Borough Gardens MPD. The scheme for freight centralisation brought about the closure of local goods facilities and with the new Gateshead MPD opening on a less confined site between the river bridges the whole area was redeveloped as the Tyneside Centralised Freight Depot, the massive shed seen in the background. Mass clearances of Gateshead housing (more accurately all of Gateshead, but why did they bother rebuilding?) were also in progress and the new flats in the distance are Newbolt Court and Tennyson Court, only just completed. The scrapyard occupied the site of the old goods station and was served by a single rail track. When it reached Gateshead East junction 841 took the southern bank route past the diesel depot and then crossed over the River Tyne on King Edward Bridge so as to be facing towards South Gosforth. The Peak on the adjacent set of lines is probably returning to depot after a duty terminating at either TCFD or Follingsby freightliner terminal.

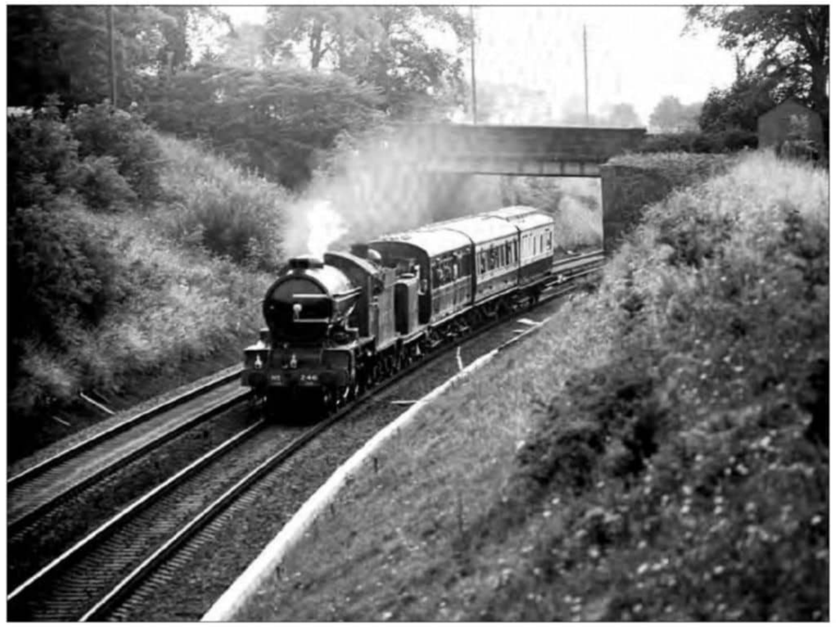


Having crossed King Edward Bridge, 841 slowly moves towards Newcastle Central Station as a parcels train departs southwards over the bridge. The Carlisle lines run just behind the main retaining wall and disappear off to the right. Up on the wall to the right lies the BR staff canteen and beyond was Central Station Garage, home also of many local taxis. The car parking area led down to Forth Street, with the footpath on the far side coming down from Central Station, much used by staff going to and fro from the Engineers' offices on Forth Banks. This building rises above the tracks on the southern side of the railway and contained Signals and Civil Engineers departments. The raised section of roof with a flat top housed the print and plan rooms for the Divisional Civil Engineer, a cornucopia of archive material dating back to early times, mostly neatly rolled plans carefully stored. Peering over that roof is the top of St. Cuthbert's Court flats and the skyline is broken further along by Bensham Court flats. Housing areas of Bensham and Redheugh have by this time been partly cleared and replaced by new blocks of dwellings.

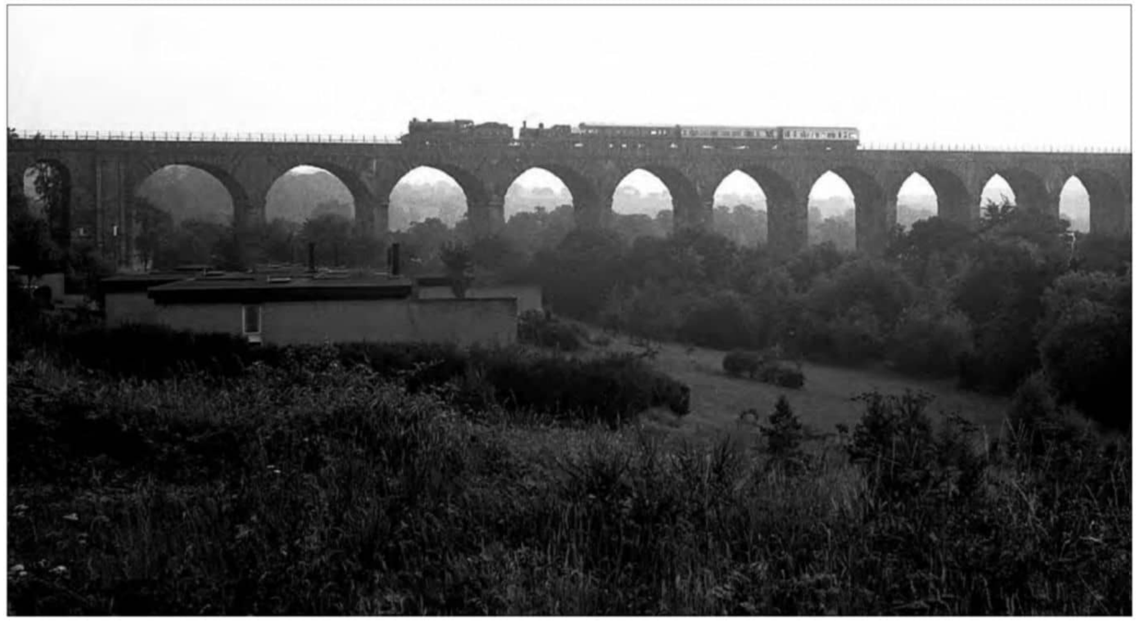
Top. From Newcastle the route for 841 was up the northern side of the coast line, through Jesmond and on to South Gosforth, keeping clear of the main line. There the line split, westwards round to Coxlodge and Ponteland; eastwards to Benton and the Coast. The triangle was completed by the northern side joining those two lines and on that side stood the maintenance depot, which had previously handled the electric units and now played home to the DMUs. East Junction signal box stands at the eastern end of the triangle. Behind it stands the electricity sub-station and the Christon Road Industrial Estate. The depot road access was through a low bridge from the estate passing under the third side of the triangle. Beyond 841 is the new housing of Hunts Court and beyond that the older housing of Bowsden Terrace.

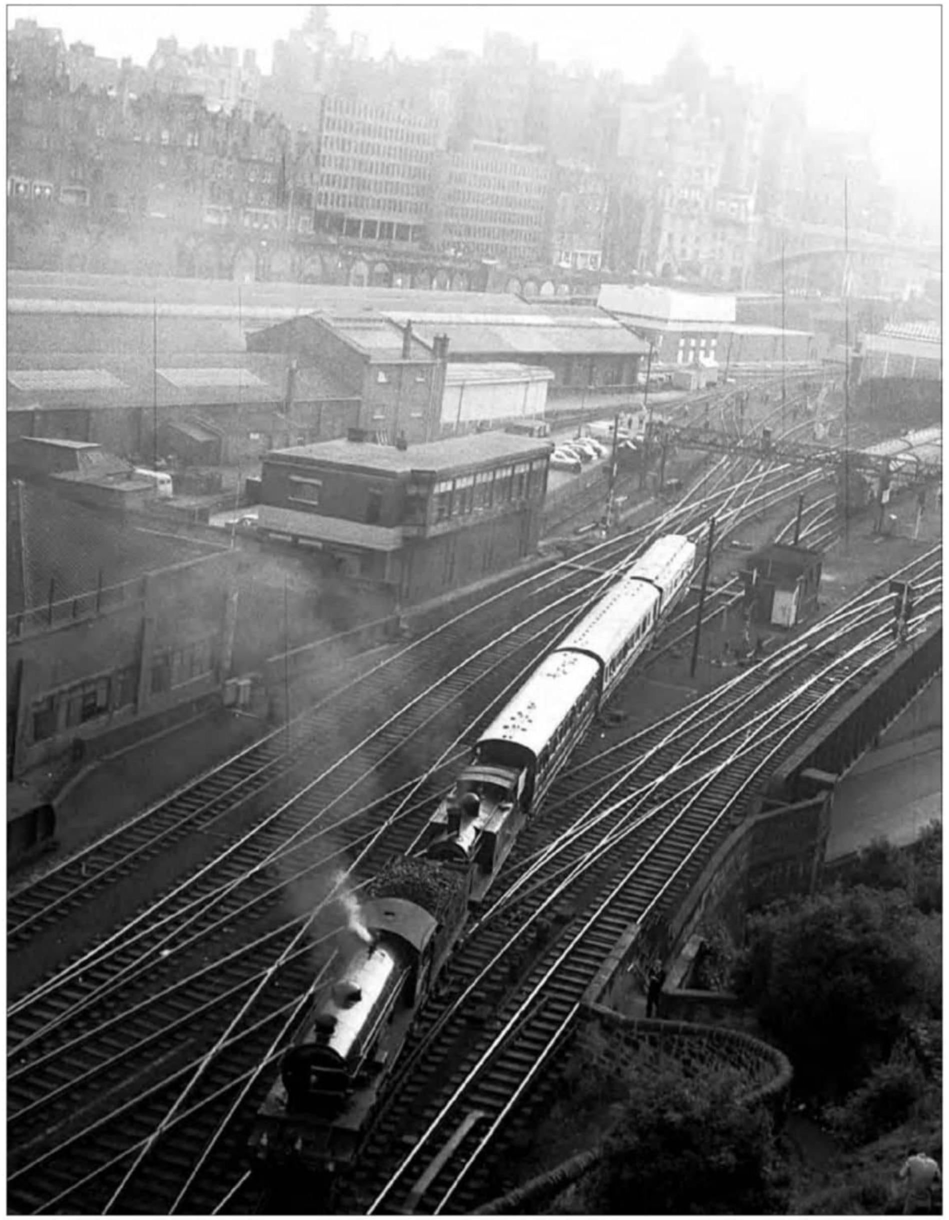


Middle. Having surreptitiously moved 3rd August into the previous month, one of the highlights was the Scottish Railway Preservation Society train from Falkirk down to Shildon. This comprised three vintage carriages with 419, the Caledonian 0-4-4T, and headed by the LNER 4-4-0 D49 class 246 *Morayshire*, which was owned by the Royal Scottish Museum. Setting away from Falkirk in good style the train is seen climbing the 1 in 100 grade towards Polmont, passing under the old Hall Glen Road bridge, before the new road was built. Despite being described as an Empty Stock Movement there appear to be plenty of passengers, presumably SRPS members having a quick afternoon out to Edinburgh.

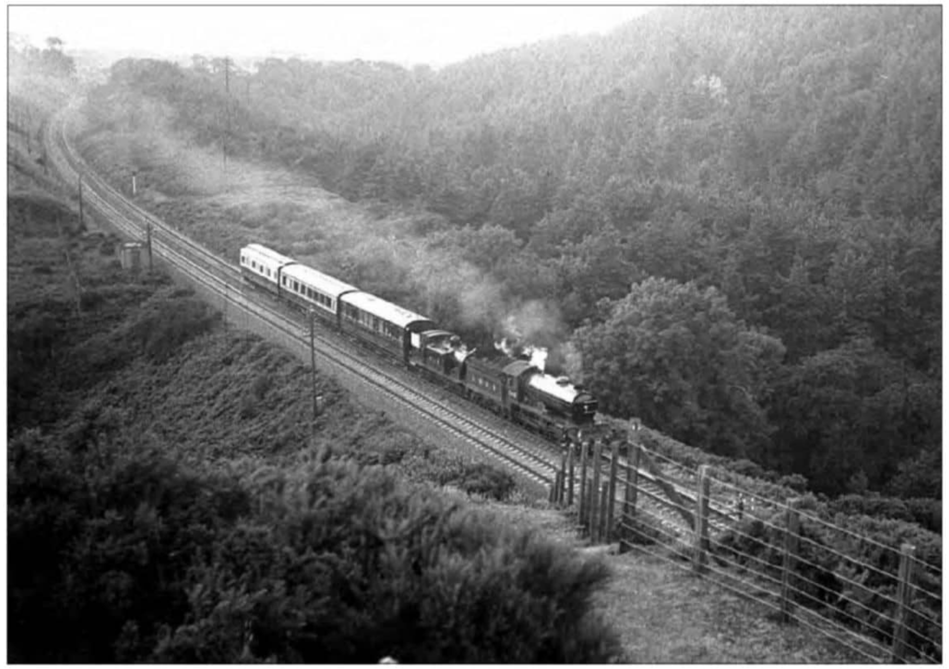


Bottom. Having passed Polmont the train then crossed the Linlithgow Viaduct over the Scottish River Avon close to the site of the Battle of Linlithgow Bridge AD1526: another example of Scottish squabbling - this time over the succession to James IV, who was killed in the Battle of Flodden in 1513 leaving an infant son. After a period of Regency rule, hence the squabbling, the son eventually became James V. This view is from the northern side of the viaduct, close to the western end of Main Street, Linlithgow Bridge. Those low, flat roofed brick buildings are the Central Kitchens of Linlithgow Council, about as far from the centre of town as you could get.

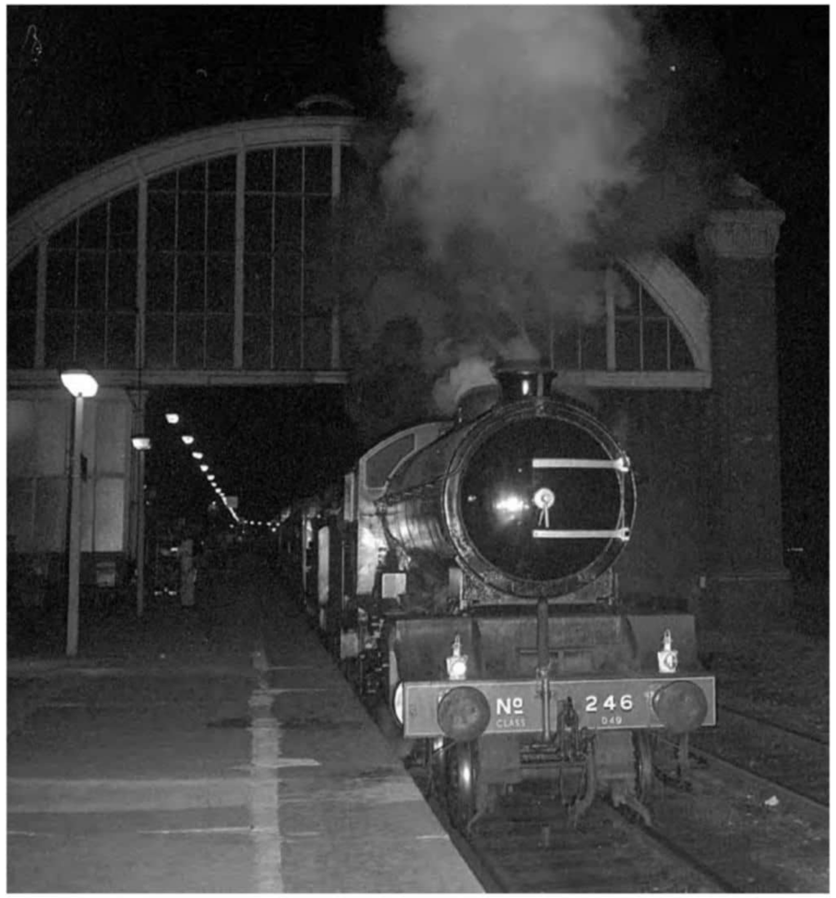




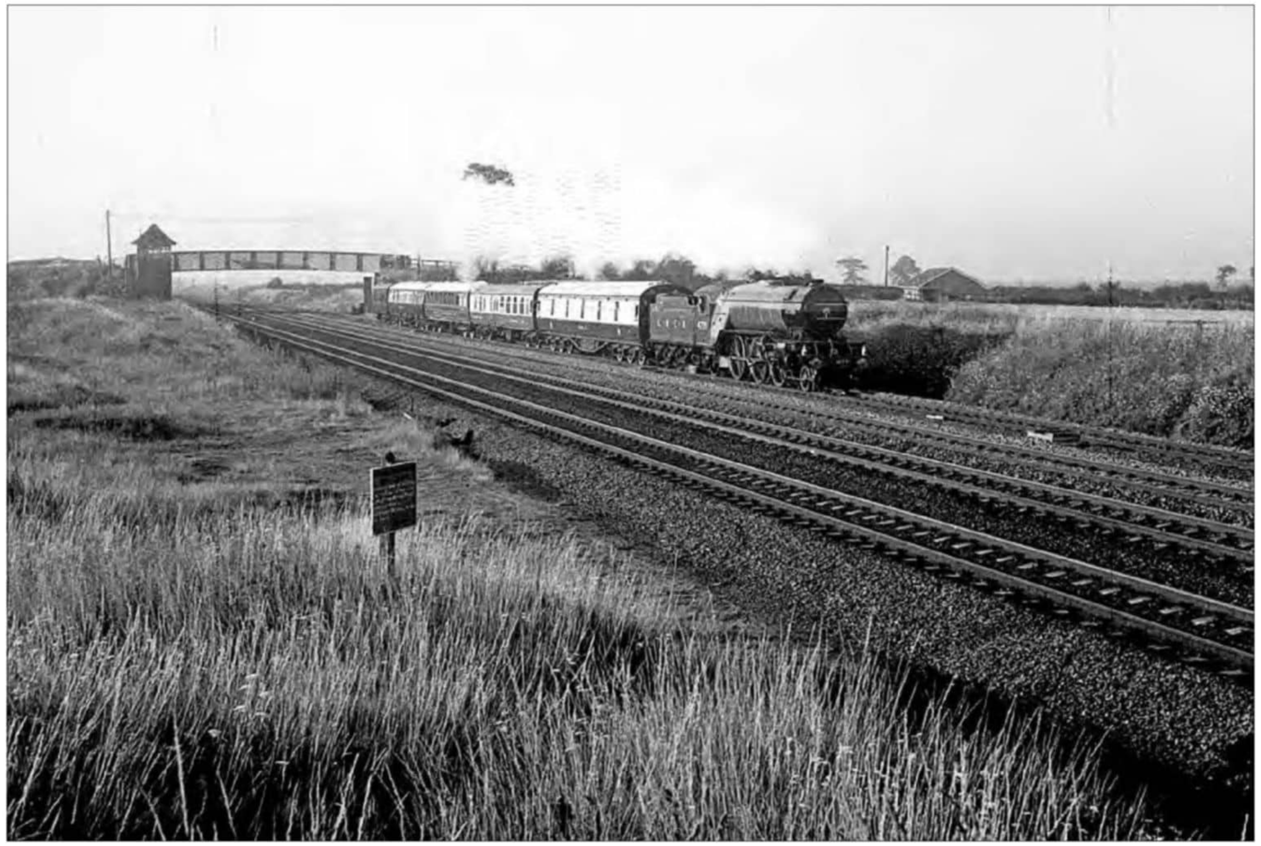
Left. Early evening and the train departs from Edinburgh Waverley, having apparently left most of the passengers there. This is the view from Regent Road as the train heads into the tunnel, with the well-known Jacobs Ladder footpath descending beside the railway and down to Calton Road, some hundred feet below. Over in the background we have the old Waverley Goods Station behind the signal box; the nearest building is the bus depot. The backscene is formed by the buildings in Jeffrey Street with North Bridge just visible through the haze on the right hand side.



Bottom. Three-on as a load means easy work climbing up Cockburnspath on the 1 in 96 grade up to Penmanshiel and clearly 246 has plenty to spare as the safety valves have a whisper of steam. The Pease Burn runs down the valley beyond the rail tracks, with the vista opening out towards the coast in the distance. The cut of Glen Fin comes in from the left, resulting in a short length of embankment within the main steep sided cutting, which rises up through Penmanshiel Wood for some 400 feet. This is a very isolated location, some way from the A1 road, which is well over to the left. The train has just passed a small platelayers cabin, which provides sanctuary for PW staff who might be working here: a North wind funnelling up the steep sided valley can't create very pleasant working conditions.

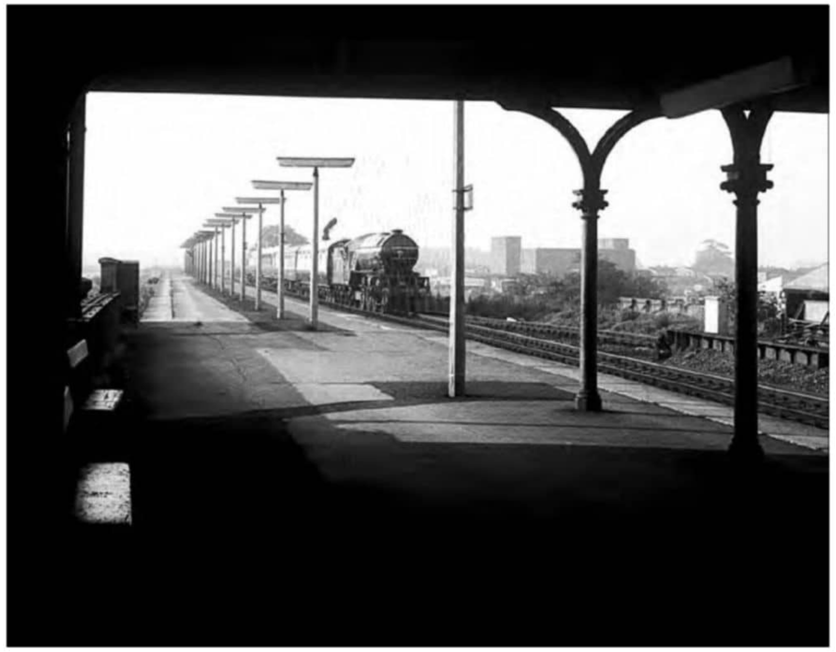


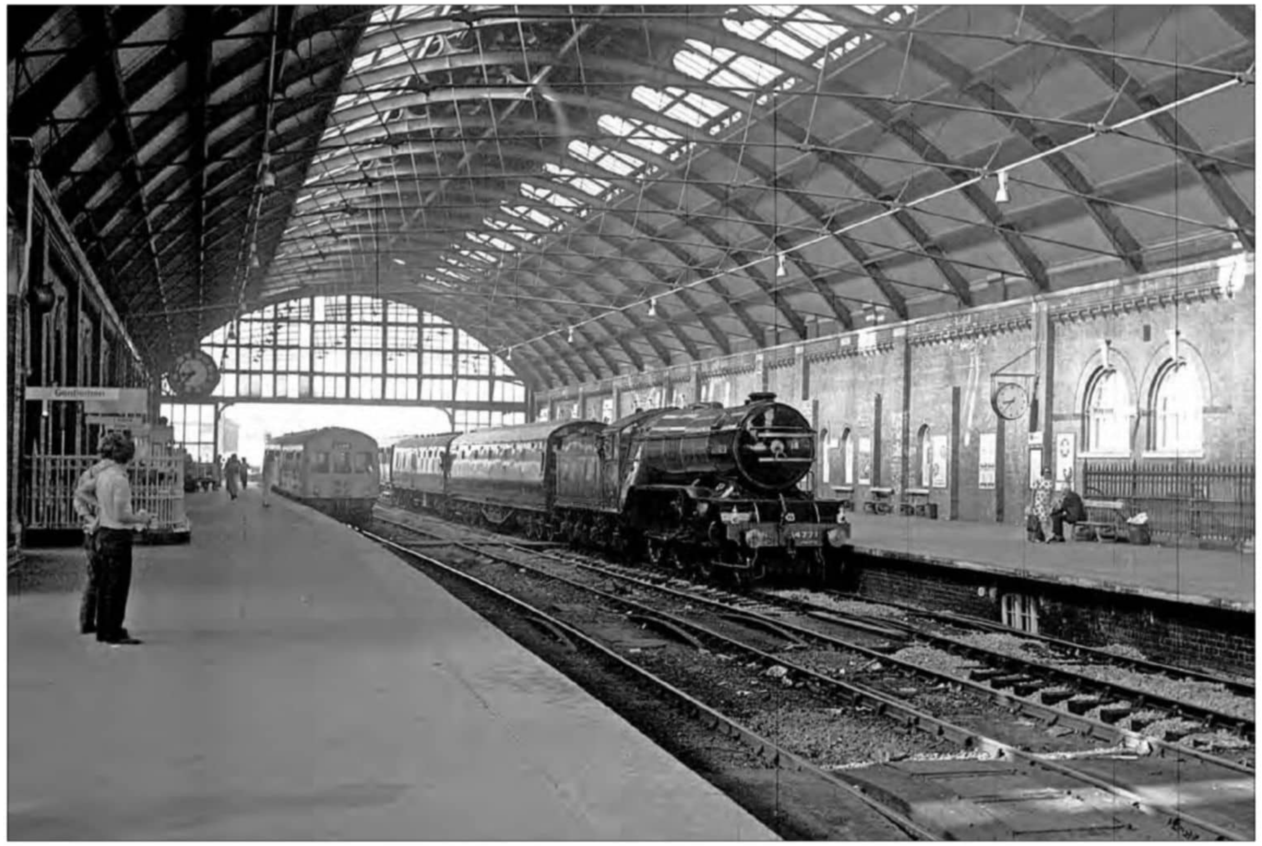
With daylight having disappeared, although the train was seen a couple more times before Newcastle, there was nothing special to record by flashlight - a short pause at Berwick to top up with Belhaven whilst the locos topped up with H20. The final view of the action was at Darlington where the train paused in Platform 1, before moving off to be stabled at the diesel depot overnight. Then photographers were off southbound to the Micklefield area for a few hours kip, ready for the next early morning event. Startled photographers were roused from their slumbers by the V2 running 15 minutes early - panic ...



... eventually caught at Beningborough. Fortunately the quality of the early morning light on Monday 4th August made up for the lack of preparedness regarding location. With a nice crisp exhaust 4771 *Green Arrow* is still accelerating away from York on the slow line as it passes the site of the old station. The signalbox with its characteristic roof shape is standing just in front of the road bridge, with the site of the old platforms still clearly visible in the rough graded foreground and the 'No Trespassing' notice. The station was actually much nearer to Shipton than Beningborough.

Lack of sleep obviously affected some of the photographers, as when we arrived at Northallerton a goodly selection of said gentlemen were set up next to the low level lines ready for a master shot. Needless to say the train was signalled through the station on the high level lines: those of us arriving at the last minute had time to read the runes and get onto the platform, just in time. The platforms at Northallerton are staggered, the Down platform being to the northern side of the Boroughbridge Road bridge, with the Up platform straddling same. The main station buildings were at road level with brick-built accommodation on the Up platform. The girders carrying the track over the road can be seen here, just beyond the platform canopy. The Down side platform is rather interesting, but also out of this view! It was accessed by a long sloping subway from the ground level buildings and the covering of this subway and the main buildings had reached a state of considerable decrepitude. Now Northallerton had a rather upmarket clientele, so urgent attention was required, and not just the substitution of Abacus Bus Shelters as was becoming common practice. To make matters more interesting it also fell on the boundary of the Newcastle and York Divisional offices. It fell to yours truly to sort it out. In discussion with the Architects department at York, we realised that there was spare money in the current (1973) maintenance budget, so long as it was spent by April 1974 - this was October 1973. Instant quality buildings were required: the solution was that the Southern Region had recently introduced a prefabricated system of wooden building parts, a bit like massive IKEA (other brands available). A quick discussion with Eastleigh and lo and behold, a new down side configuration ready for erection: complete with readable instructions. Oh yes, 4771 - it is seen here slowing ready to take the linking line down to the Stockton tracks, the through ones of which had diverged from the main line South of the station.

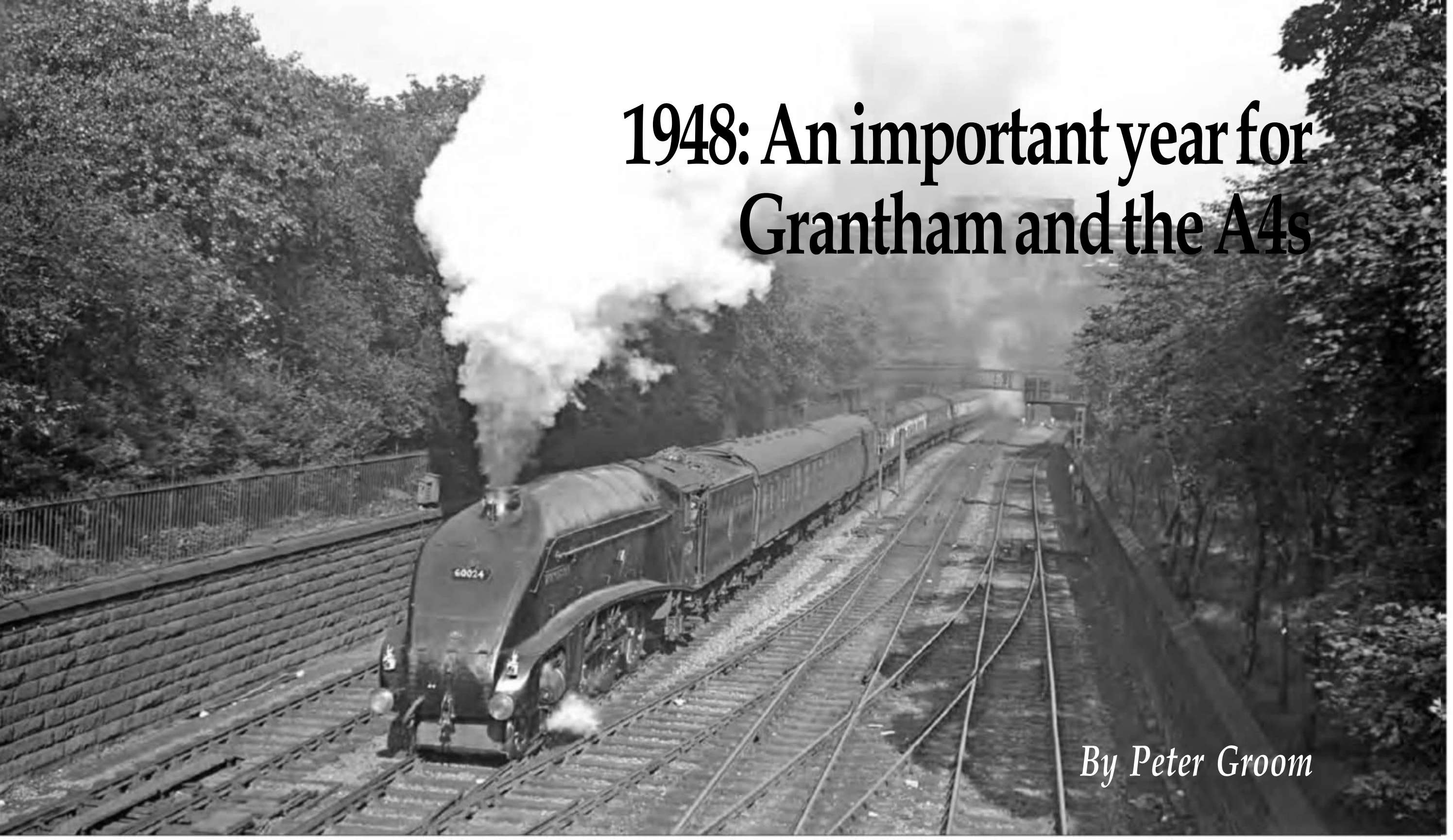




Stockton, journeys end for the day and it is still only 08.37. The two car DMU in the platform is a reminder of what used to be. This is the 07:20 Newcastle to York train. Once upon a time it continued to Kings Cross, a proper train with refreshment car facilities - how have the mighty fallen. The few passengers around appear to be enjoying the weather, judging by the summertime clothing. Stockton station had a glorious roof, due for major refurbishment, but with insufficient time to carry out the major works needed it received a quick sprucing up to appear presentable during the S&D exhibition - notice that some glazing panes are missing in the far end screen. The track litter picking has yet to happen.

1948: An important year for Grantham and the A4s

By Peter Groom



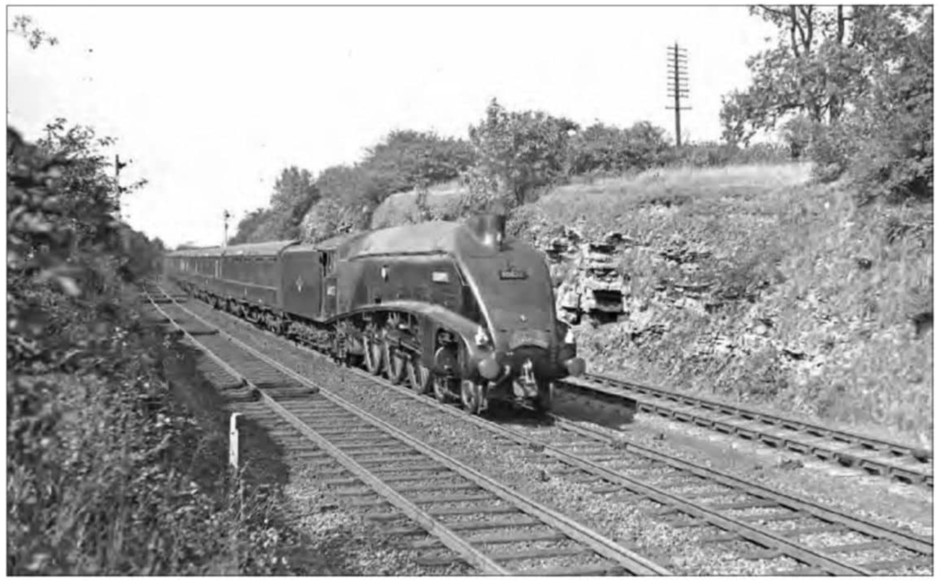
Grantham was a market town, far less important than Peterborough, but it was just over 100 miles from London. This meant that a return working from London on an express would give a reasonable days work thatdid not involve lodging. For many years, there were seven A4s at Haymarket (with Corridor tenders) and eight at Gateshead (without Corridor tenders). Most of the others, now in the Eastern Region, were allocated to Kings Cross but during the war some were working from Grantham. 1948 was the first year of Nationalisation. The A4s performed efficiently in the Locomotive Exchanges but had more failures than any other class of express engine. Grantham saw an increase in the number of A4s on its allocation and locomotive changes on express trains became very common, which gave the town an unusually frequent service of long distance services for its size. The number of Eastern Region A4s allocated to Grantham increased and reached a maximum around June 1948 and there was a brief period when it had more than any other shed. Very few of the Eastern Region allocation did not have a period with a 35B shedplate. For the price of a platform ticket it was possible to watch the engine change. A man jumped down between the tender and the first coach immediately the train stopped, lifted the coupling and broke the brake pipe and called out to the driver that he could move away. The fresh locomotive backed down from a siding and compressed the buffers to make coupling as easy as possible for the man between the tender and coach and the train was ready to go. Probably the Working timetable would allow five minutes for this procedure, but it could be done in less time.

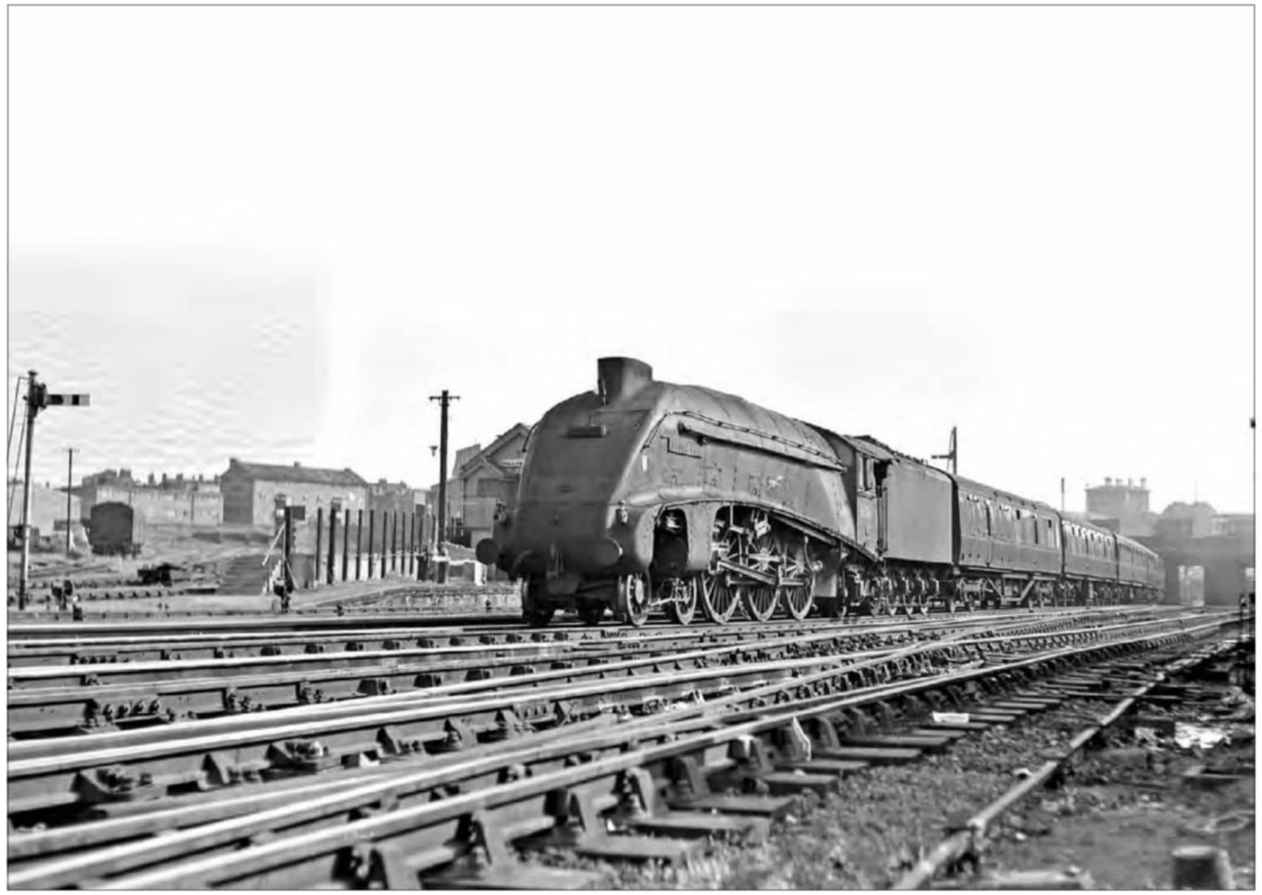
Grantham station is on a slight gradient and Down trains usually got away without much fuss, but Up trains often produced the well-known slipping, which the stiff regulators could encourage.

By the end of 1951, Grantham no longer had any A4s on its allocation, but there both A3s and the almost new Als.

Above. **60024 *Kingfisher* takes the 4.15 to Aberdeen through Princes Street Gardens on 3rd September 1957. It will get a Double chimney at its next visit to Doncaster.**

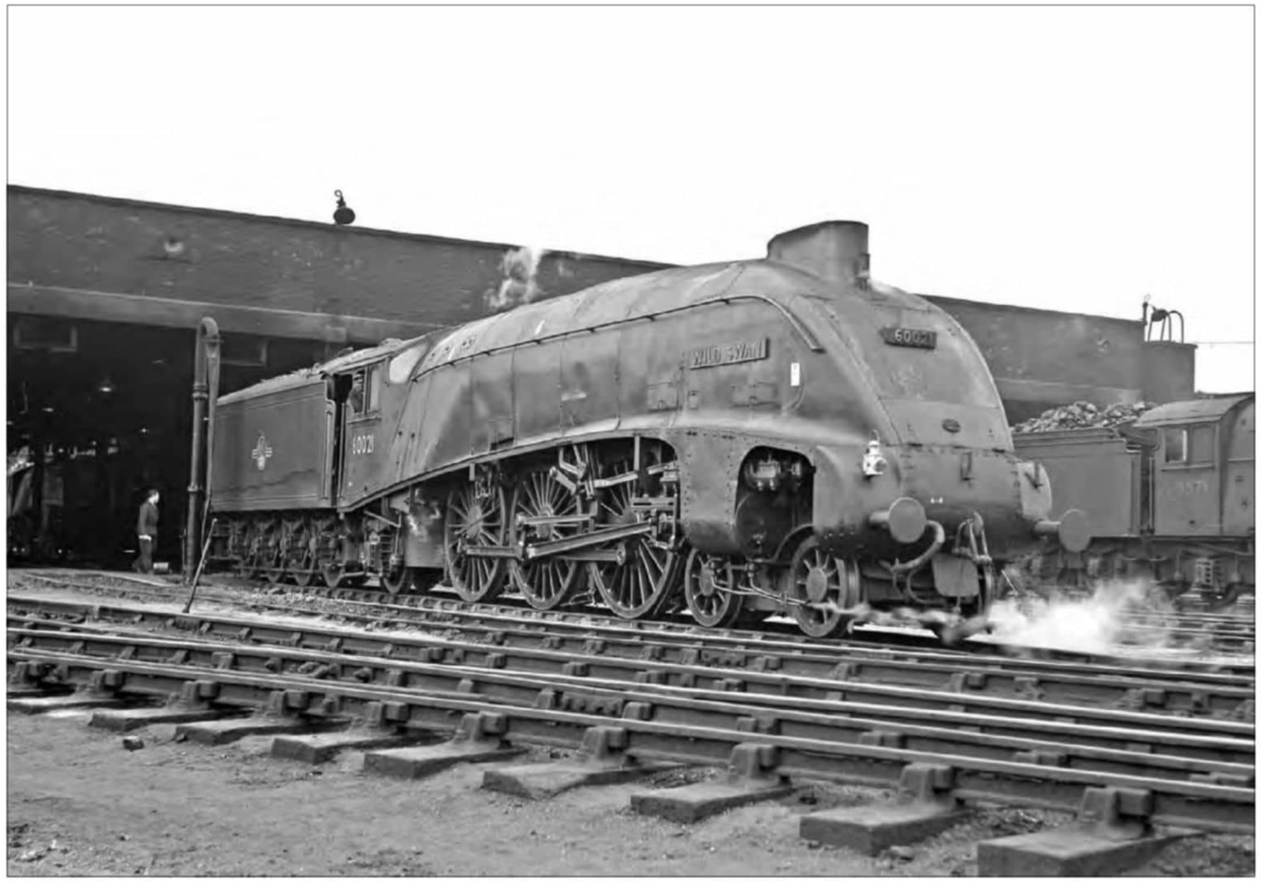
Below. **60027 *Merlin* south of Great Ponton station with the Up Elizabethen on 26th August 1959. It worked from Haymarket from delivery in March 1937 until reallocation to St Rollox in May 1962.**

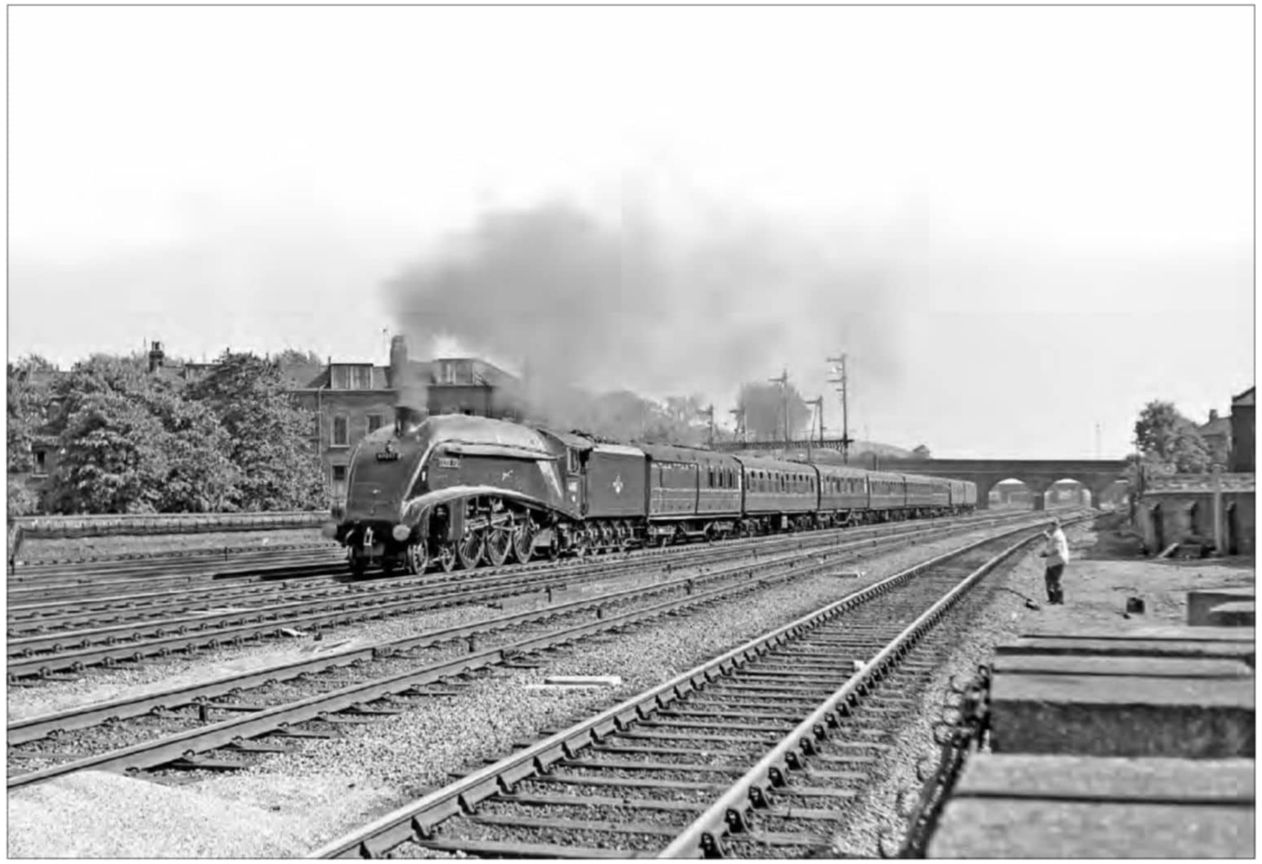




60017 *Silver Fox* approaching Harringay with a Down 'Parly', which did not qualify as an express, on 14th June 1962.

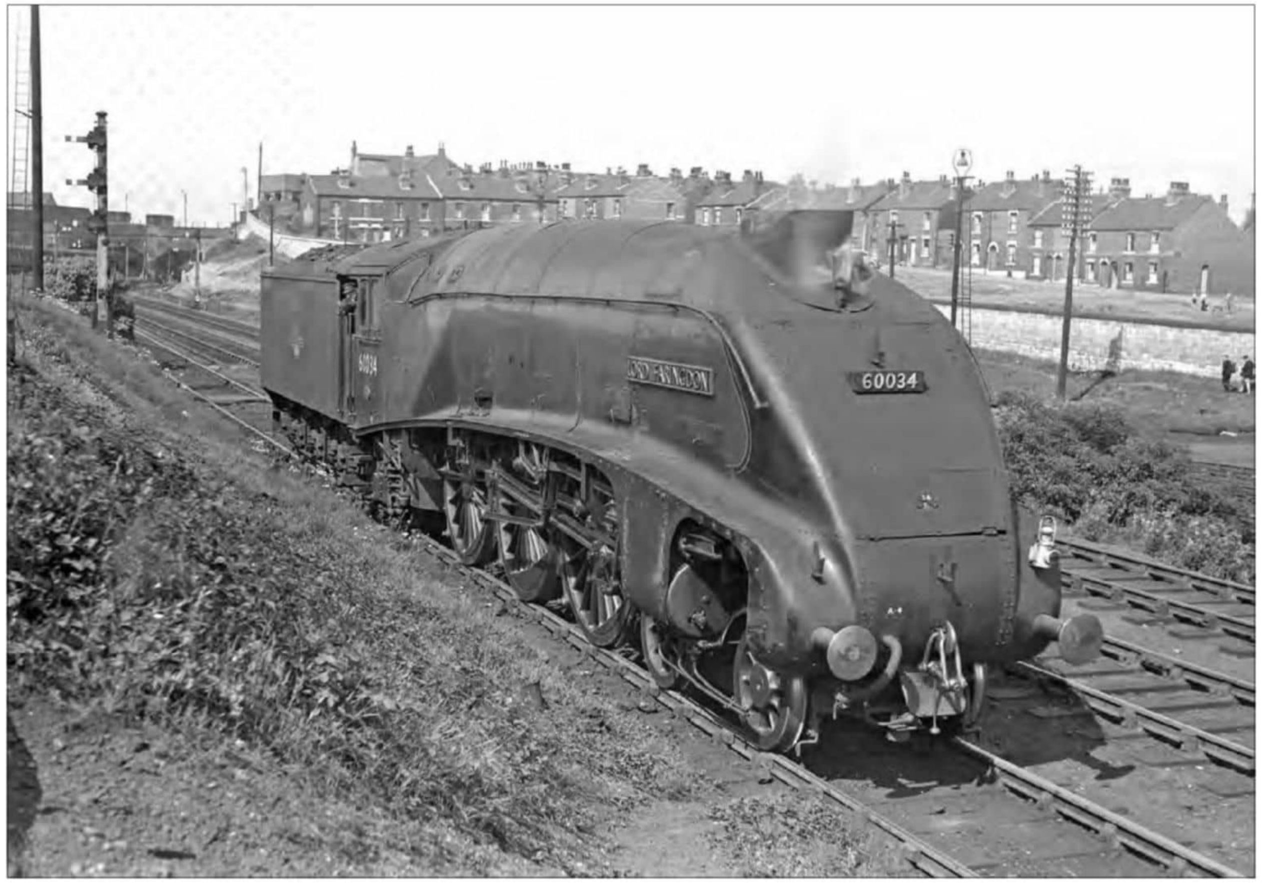
60021 *Wild Swan* at Top Shed on 10th March 1963. In less than a week it will be reallocated to New England and withdrawn from there in October.

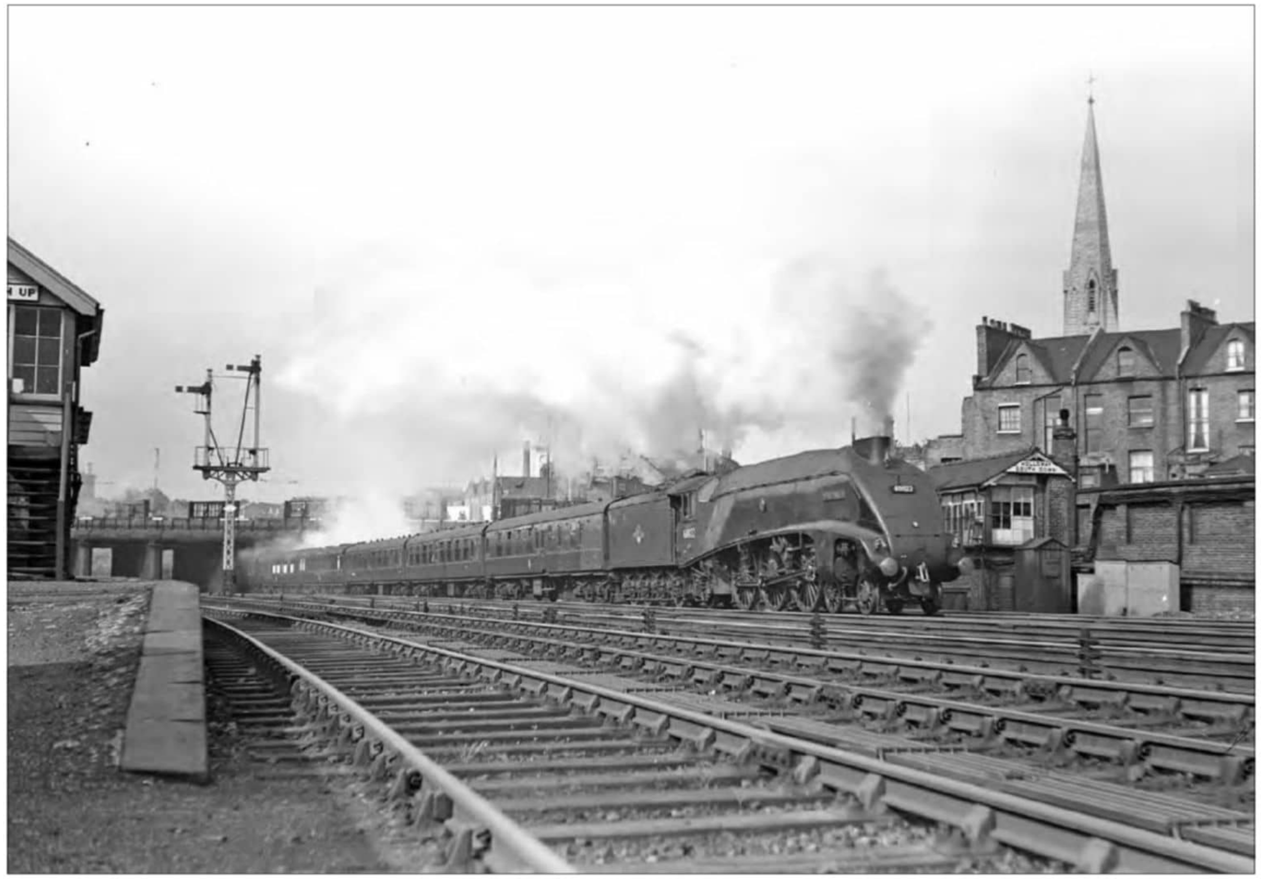




60017 *Silver Fox* brings the 5.05 pm departure from Kings Cross under Holloway Road on 4th June 1963. It will be reallocated to New England in less than a fortnight, its first change of shed since delivery to Top Shed in late 1935.

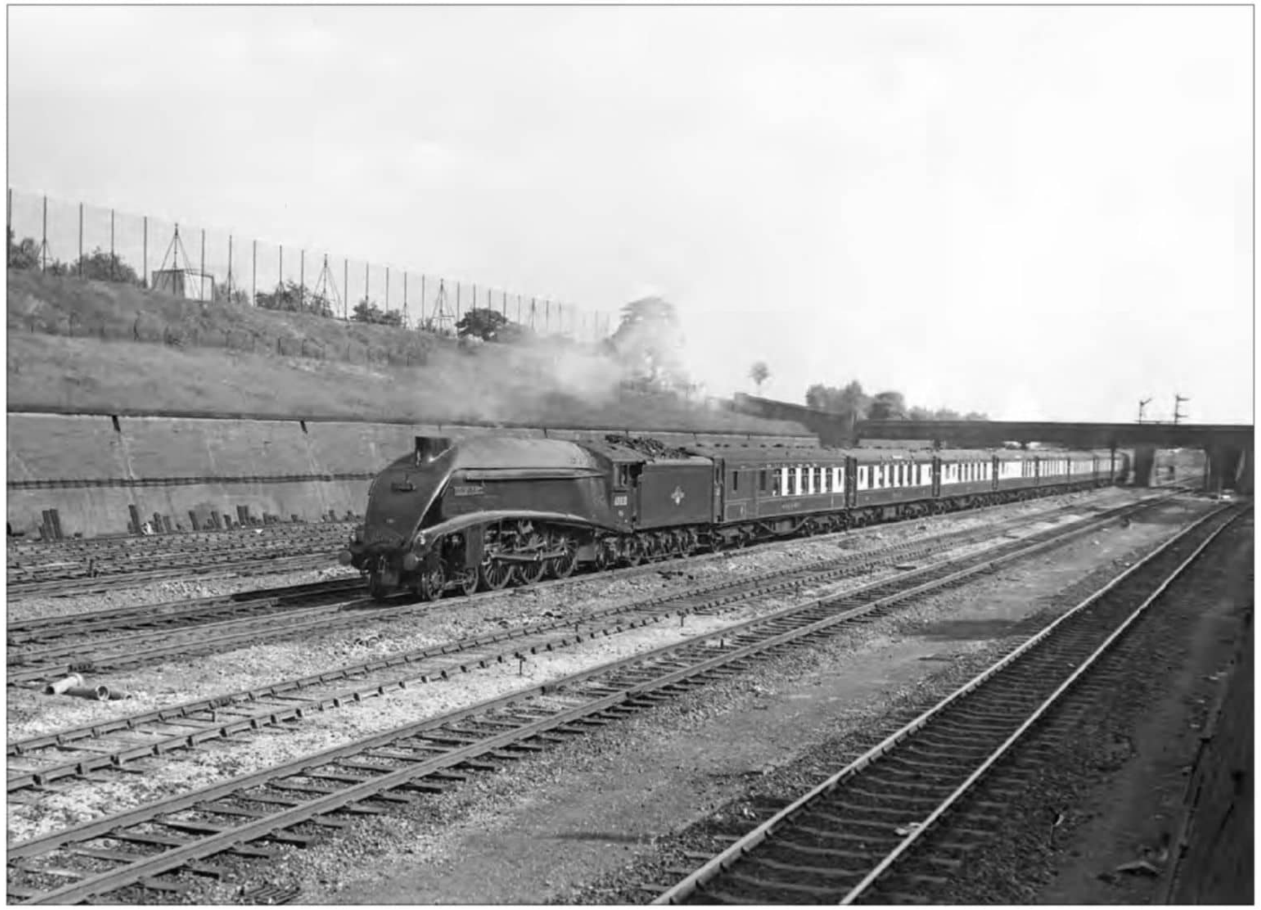
60034 *Lord Faringdon* at Doncaster on 10th August 1960. Not only was it the last of the class to be delivered (July 1938), but also the last to lose its bird name (*Perigrine*) in March 1948. It ran from new with a Double chimney.





60022 *Mallard* climbing Holloway bank with the Norseman on 9th July 1960.

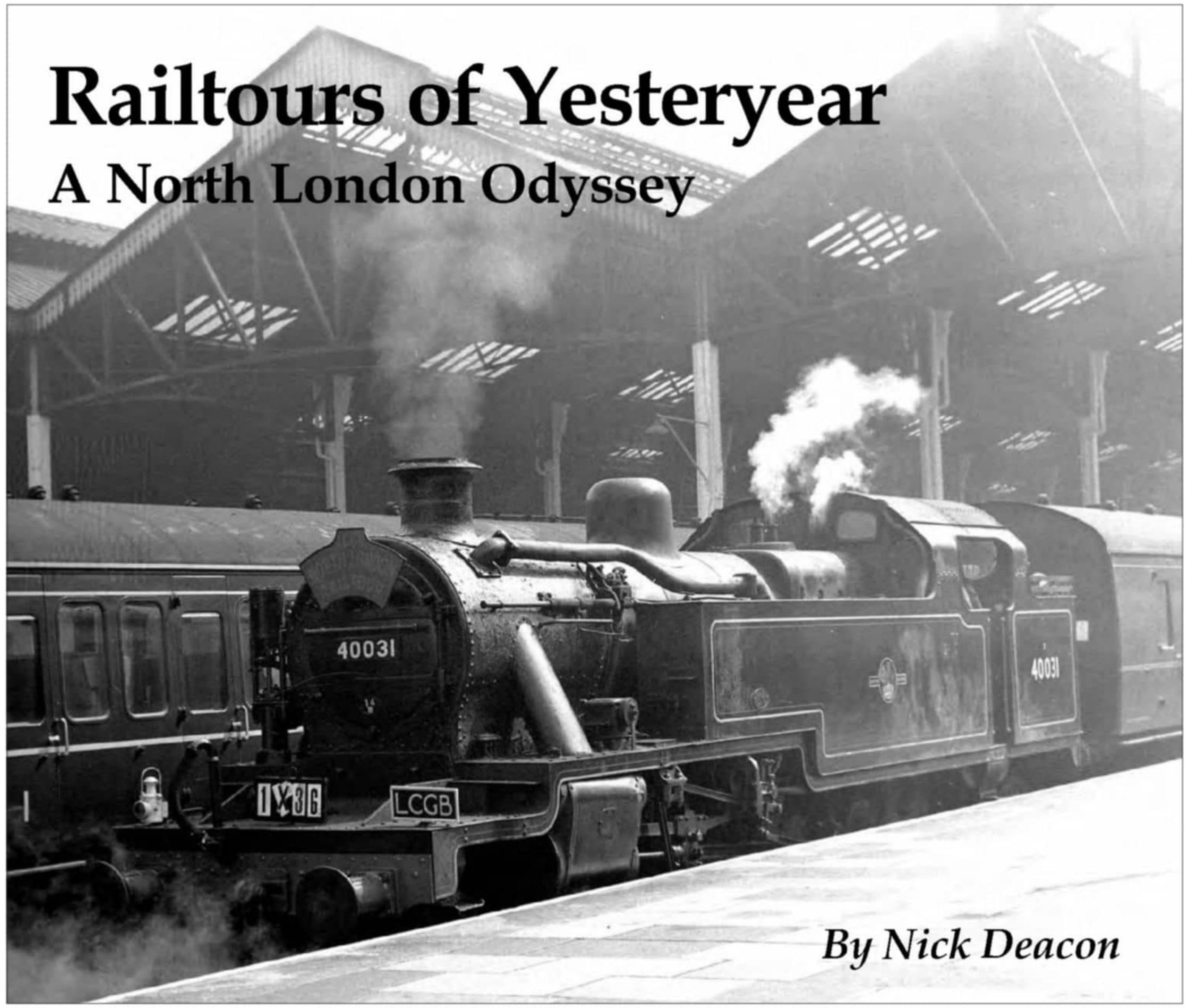
60030 *Golden Fleece* north of Finsbury Park with the Down Tees-Tyne Pullman on 30th May 1960. The engine started life as *Great Snipe* at the end of August 1937, becoming *Golden Fleece* from 25th September 1937.



Railtours of Yesteryear

A North London Odyssey

By Nick Deacon



At Marylebone station at around 1.30pm the tour prepares to leave headed by Fowler 3MT No.40031 turned out in its sartorial best by the efforts of the Kentish Town shed staff. The loco maintained a well-groomed presence in the London area on sundry goods and parcels traffic almost up to the date of withdrawal in December '62 and earlier in the year was regularly used on the Moorgate passenger services. ***(Transport Treasury)***

On 2nd September 1961 the Locomotive Club of Great Britain was responsible for running their North London Rail Tour taking in a fascinating multiplicity of lines that also crept briefly onto the south side of the Thames at Richmond. Three very different locos in exemplary condition were harnessed for different sections of the itinerary – two from Kentish Town shed and one from Kings Cross hauling four non-corridor London Midland Region Metropolitan widened lines suburban stock. Starting from Marylebone, the first leg of the tour was the most complex and was hauled by Kentish Town's Fowler 2-6-2T 'Bread Van' 3MT No.40031 – one of a batch of twenty-nine built in 1931 and of a type not popular wherever they were domiciled but nevertheless part of the London scene until they disappeared during 1962. No.40031 was destined to be one of the last in revenue service when condemned at the beginning of December '62.

Departing at around 1.40pm the tour headed out for Neasden but only as far as Wembley Stadium station on the so-called 'Wembley Loop' enabling services to return to the junctions at Neasden. The station was in effect only really used to transport spectators to stadium events and ceased carrying passengers in May 1968 and was officially closed on 1st September 1969. Returning from Wembley Stadium, the tour took the former MR line south from Neasden to Acton Wells and then onwards towards Kew, Brentford Central and Hounslow on the former L&SWR line from Feltham. At Brentford there was a ten minute or so photo opportunity before heading south towards Richmond via Whitton Junction, Twickenham and a crossing of the Thames at Richmond bridge. The river was crossed once more by the 1869 bridge at Kew before the tour headed north to Acton Wells, then taking the MR line across Willesden and shortly after a brief stop at the former MR station (then goods only) at Harlesden.

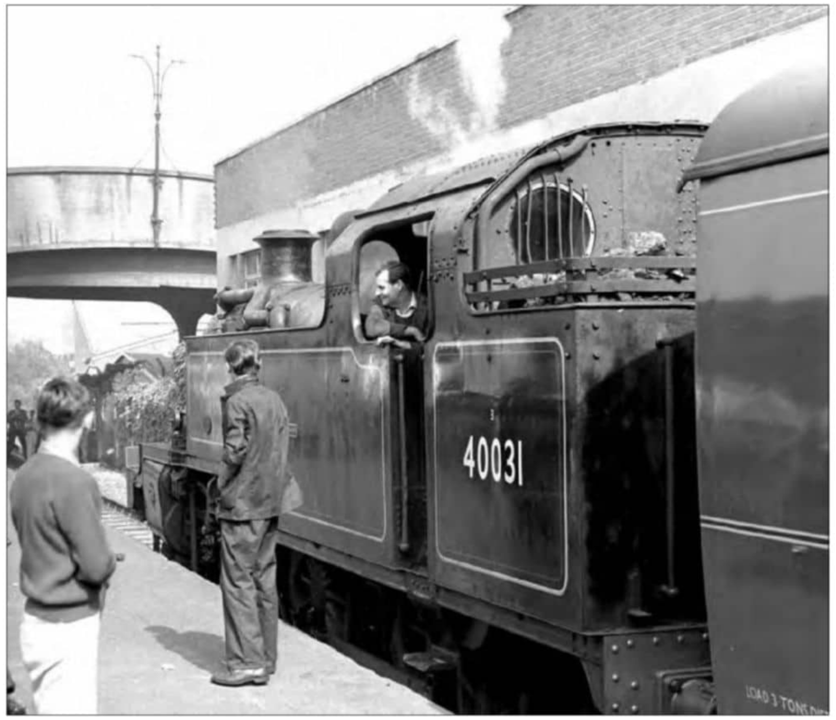
Heading north to Neasden and then branching off to Cricklewood, Kentish Town, St Pauls Road Junction and Kings Cross Metropolitan, Moorgate was finally reached at around 4.20pm where the first loco change was scheduled. Coming on for the next leg of the tour to High Barnet was Gresley N2/4 0-6-2T No.69568 from Kings Cross shed – one of a batch of twenty-three of the superb 107-strong class built by Hawthorn, Leslie & Co. between 1928/9 and one of the last five to leave 'The Cross' for New England shed at the end of May '62 and placed in store. The loco was also amongst the last dozen of the class to be condemned four months later after working occasionally as a station pilot at Peterborough North station.

Leaving at around 4.35pm the tour retraced its steps to Kings Cross but then took the N2's former stamping ground from Finsbury Park to Crouch End, Highgate, and East Finchley where another ten-minute photo stop was scheduled at around 5pm. At the terminus of High Barnet, reached fifteen minutes later, almost half an hour was allowed for the punters to stretch their legs and the loco run-round of stock. The return south to the final loco change at Dalston was routed via Finsbury Park, then Canonbury Junction on the North London line, and finally to Dalston Eastern Junction, which was reached at around 6.35pm.

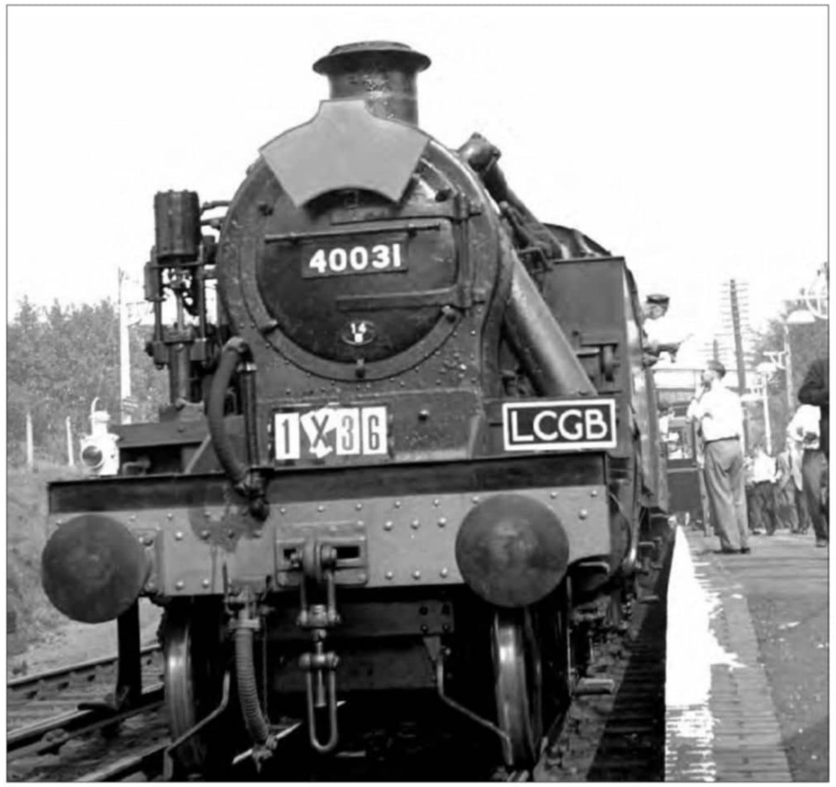
Here, some eight to ten minutes were allowed for a breather and for the N2 to give way to Johnson 0-6-0T No.47202, a venerable MR Samuel Johnson product of 1899 and currently a long-term resident at Kentish Town shed. The loco was one of the final '2441' design of the MR's six-coupled side tank engines built by the Vulcan Foundry between 1899 – 1902 and one of the class to be fitted with condensing apparatus for use in the London area. Originally numbered No.2443, it became No.1902 in 1907 and No.7202 as part of the 1934 LMS renumbering scheme. The loco received a Belpaire boiler in 1926 and after moving from Kentish Town in 1962 a succession of allocations took her to Newton Heath shed where once more she was one of the engines of choice for the November 1966 Manchester Rail Travel Society (MRTS) 'Three Counties Special' (see *Bylines* October 2021). When withdrawn from Newton Heath on 17th December 1966 she was the last of the Johnson 60-strong Class 2441 locos and tragically did not attract what would have been an amply justified preservation. Leaving Dalston at around 6.45pm the tour continued along the North London line to Victoria Park then along the former GER line curving around to Loughton Junction, then Lea Bridge Junction to continue on to the Tottenham & Hampstead Joint (GER and MR) line and another stop at South Tottenham just after 7pm.

After Upper Holloway the tour continued along former MR metals passing Kentish Town to reach St Pancras a little after 7.30pm. Such tours, now long since gathered in as memories of 'pleasures past', were often unique opportunities to sample the rich diversity of lines not usually frequented, where their identities had yet to be subsumed under the uniformity of modern day 'corporate' imaging or indeed where closure to passengers had been enacted years before.

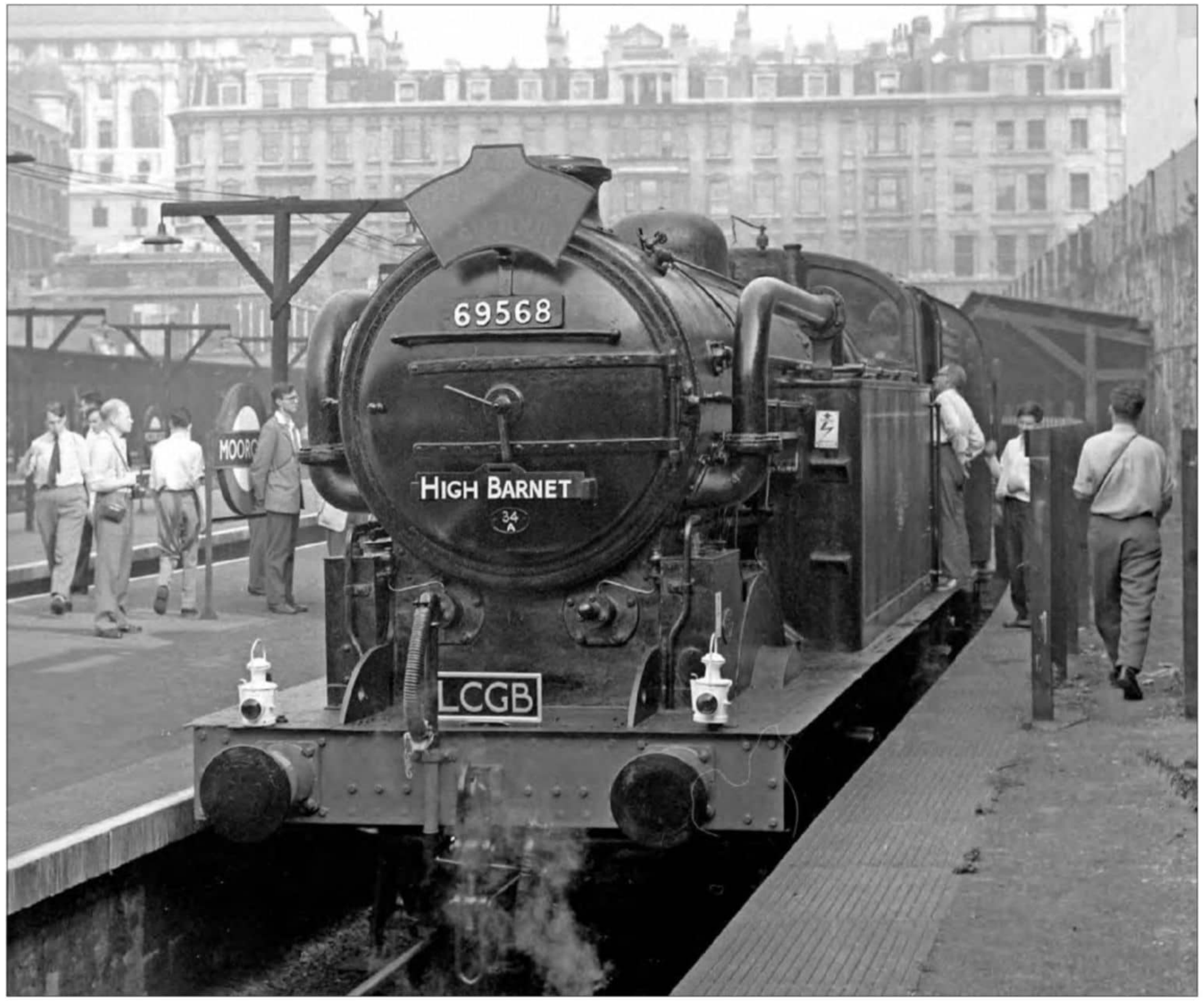
With thanks to the 6 Bells Junction Railtour website for material gleaned from the tour itinerary.



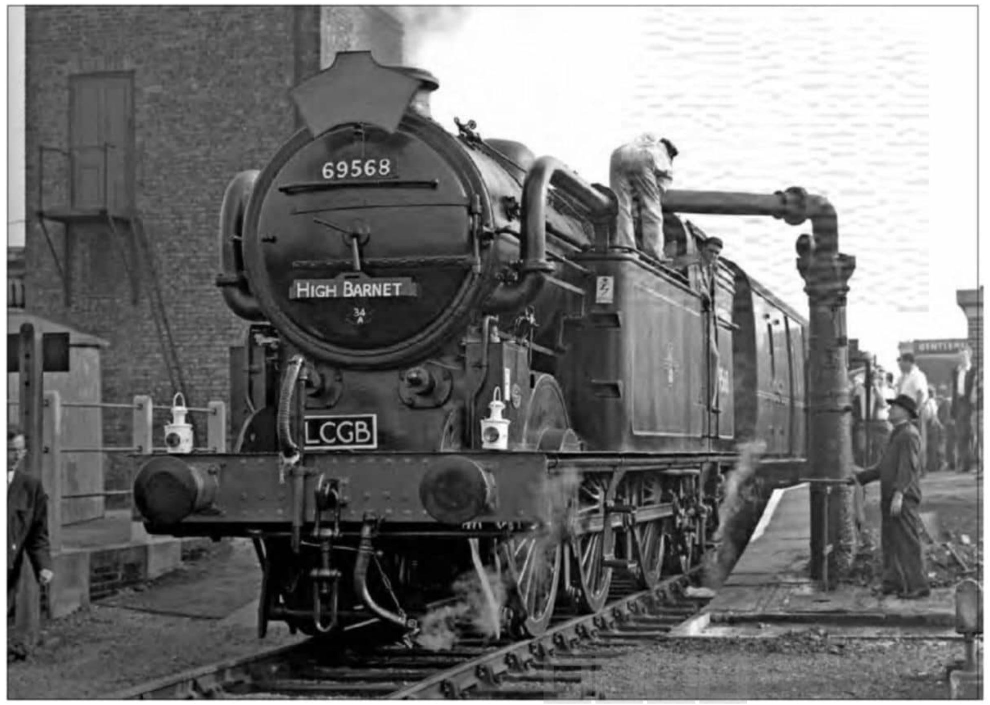
At the Wembley Stadium station visit the warmth of the day removed jackets and produced ideal photographic conditions, which continued for the rest of the day. The station was opened by the LNER on 28th April 1923 as The Exhibition Station (Wembley) with London-facing connections to allow intensive services with no need of reversing. Renamed Wembley Stadium station in 1928, the single island platform station was last used on 18th May 1968 for the 1968 FA Cup final between Everton v West Bromwich Albion which The Baggies won 0-1 courtesy of a Jeff Astle goal. ***(Transport Treasury)***



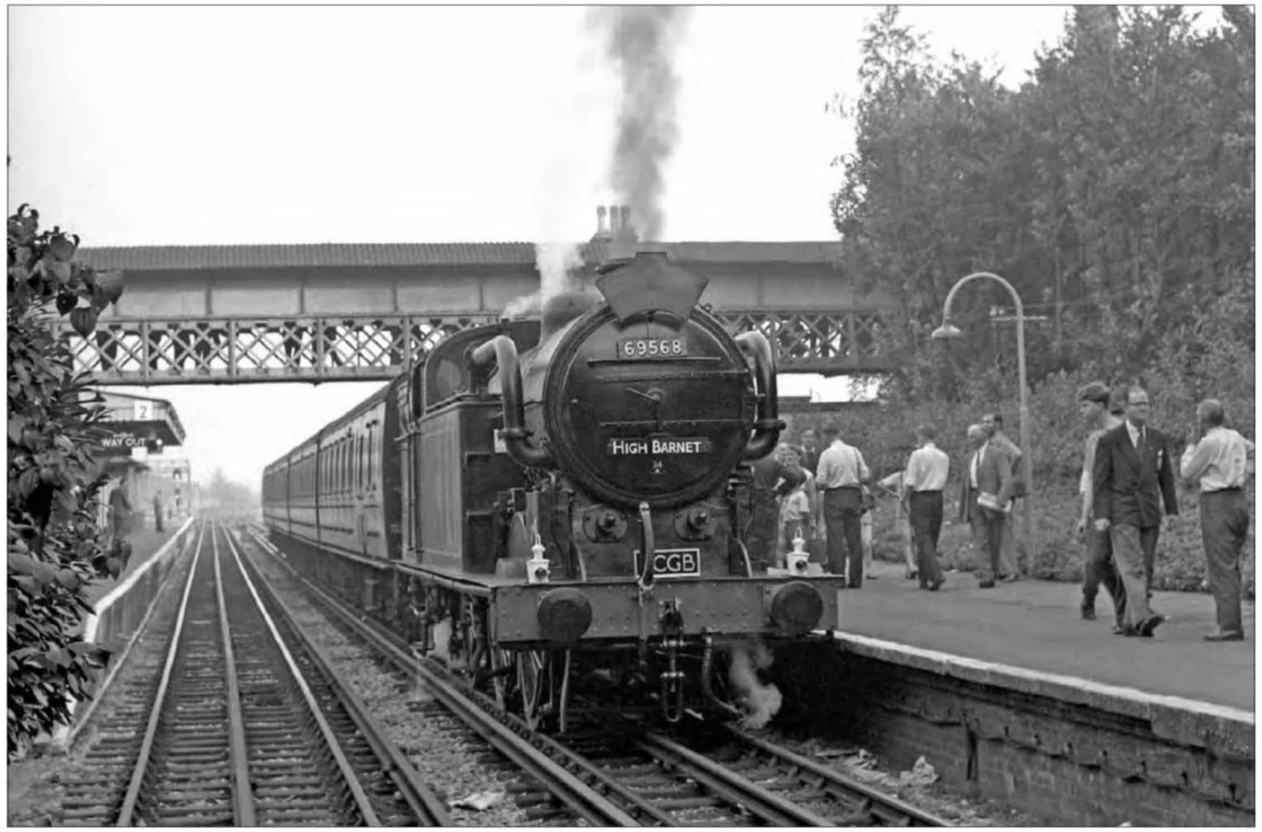
Right. **At Brentford Central station (opened by the L&SWR in 1849 as plain Brentford), punters crowd the platform as one of the loco crew also gets involved. The station on the Hounslow Loop line was renamed Central from 1950 until 1980 and although it has lost the attractive platform awnings has managed to retain some of its original L&SWR architectural charm and currently offers South Western Railway passenger services into Waterloo, Weybridge and Richmond.** ***(Transport Treasury)***



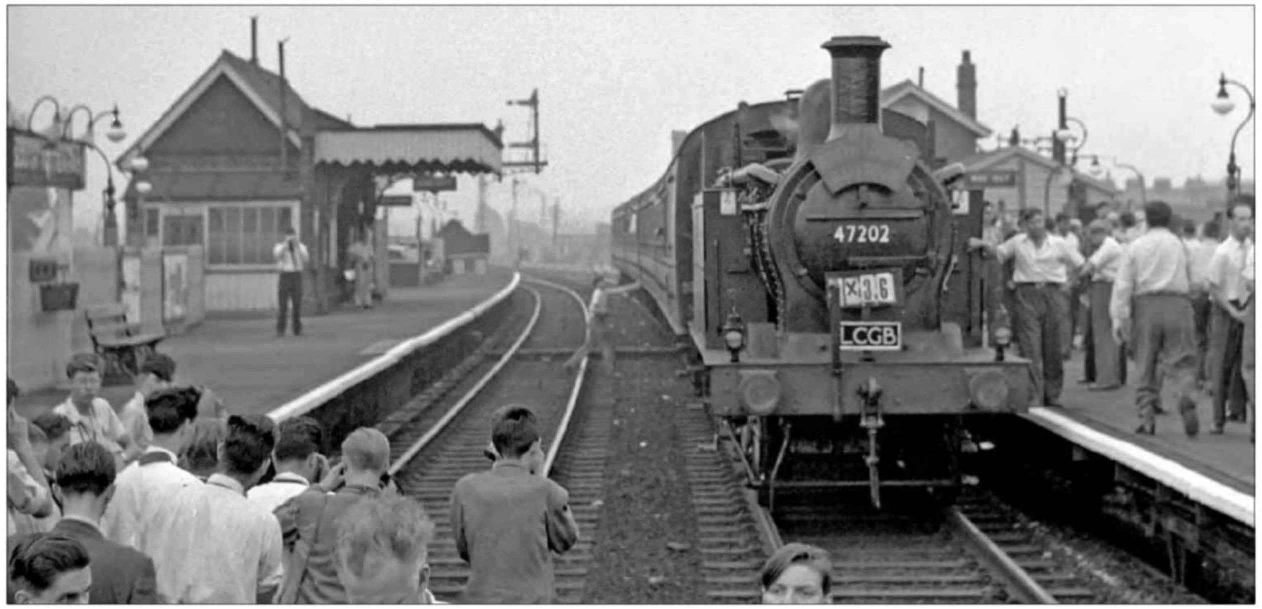
At Moorgate, still open to the elements after attention from the *Luftwaffe* in 1940/1, which devasted large areas in the immediate vicinity, N2/4 No.69568 is correctly displaying the High Barnet destination board and has replaced No.40031 at the head of the train. If presentation of the locos were subject to competition that day then the Kings Cross shed staff look to have at least equalled the efforts of Kentish Town in the cleaning stakes! At odds with the loco's appearance, the LCGB headboard hasn't been given a similar treatment and seen from a distance appears to be blank! *(Transport Treasury)*



Taking water for the trip to High Barnet, this shot is said to have been taken at Finsbury Park station although the 6 Bells Railtour itinerary detail omits any mention of a short break at this location either on the way out from Kings Cross or the return to the change-over point at Dalston. *(Transport Treasury)*



Reaching High Barnet at around 5.30pm, just short of half an hour was allowed before backtracking to Finsbury Park, joining the North London Line at Canonbury and the final loco change-over at Dalston and the last leg to St Pancras. This shot was taken from the station buffer stops and it was not too much of a stretch of the imagination to recall the halcyon days of the GNR suburban services involving the Kings Cross N2 locos. Quite possibly No.69568 was one of the class that participated in the type of intensive pre-war diagram involving departing from 'The Cross' at around 5am to work the 6.11am from Finsbury Park and not finishing at High Barnet until 1am the next morning having worked during this time nine times in and out of the terminus to the likes of Hertford, Potters Bar and New and High Barnet – in all some 246 miles in about twenty hours! *(Transport Treasury)*



Not to be outdone in the sartorial stakes Kentish Town produced their splendidly turned-out Johnson 0-6-0T No.47202 to take the tour on from Dalston Eastern Junction, around the GER Loughton to Lea Bridge section, onto the former Tottenham & Hampstead Joint (T&HJ) to finish on the MR section from Junction Road Junction into St Pancras. Photographed at South Tottenham station on the T&HJ, more shirt-sleeved punters are in evidence as they spill onto the tracks to take advantage of a seven-minute stop just after 7pm before the final leg of the tour into St Pancras. This modestly-sized station opened as 'South Tottenham and Stamford Hill' on 1st May 1871 after the line had been resuscitated by the MR. Opened originally in 1868, the line had formed part of the GER's abortive expansionist plan to obtain a West End terminal to complement Bishopsgate station. It was renamed 'South Tottenham' in 1949 and currently offers London Overground EMU services between Gospel Oak and Barking Riverside. *(Transport Treasury)*

A Reader Writes

YOUR LETTERS AND COMMENTS

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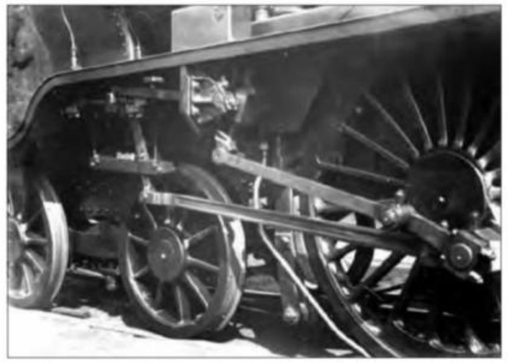
Due to the level of correspondence received it can take some issues before publication, but we do value all your letters. Please include volume and issue number, and the name of any specific article referred to in your letter.

From Alan Baker

On Princes and 'Tishies' (BRILL 34.05)



A close-up view of the Walschaerts rodding assembly, possibly that belonging to No.964 but in this shot the loco is not fitted with test conditions wind screening.

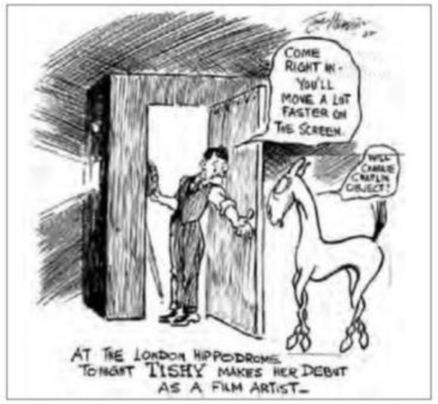
In the article on these engines in the February issue, I feel the author could be misunderstood when in referring to superheated 'Experiments', that the 10 engines built in 1911 and equipped with superheaters, were of that class. They were not. The 'Prince of Wales' design was a new one with for example, a completely new front end with larger cylinders and piston valves. Hence, 10 superheated 'Experiments' did not form the basis of the new 'Prince of Wales' class, they were of the new 'Prince of Wales' class! The term superheated 'Experiments' would appear to originate from O. S. Nock, writing in *his The LNWR Precursor Family*, published by David & Charles in 1966, although he also uses it, albeit in a more roundabout way, in his earlier book*, Premier Line*, published by Ian Allan in 1952. His use of this wording is confusing.

Only three engines of the 'Experiment' class were ever fitted with superheaters and perhaps surprisingly, two of them as late as 1926 by the LMS. Using the original numbers, they were No 1993 *Richard Moon* and No *2624* Saracen, both acquiring 'Prince of Wales' class boilers, although as they did not have the extended smokebox, quite how the superheater header was arranged is somewhat of a mystery. The third one was No 1361 *Prospero*, which was rebuilt in 1915 with the Dendy-Marshall arrangement of four cylinders, piston valves and a 'Prince of Wales' boiler, while retaining the Joy valve gear. Unlike Prospero, the other two engines retained their slide valves.

It is also worth mentioning that the wind screening noted in the caption to the photograph of *Bret Harte* on page 216, was not only to protect the indicating equipment, but also the staff attending to it as they had to travel on the locomotive when tests were underway.

Some interesting technical discussions on the 'Tishy' locomotives has recently appeared in the L&NWR Society Journal, although unfortunately, so far as is known, the results of any indicator tests carried out with *Bret Harte* have not come to light. Photographs also exist of No 2340 equipped with indicator shelters, suggesting that it too, was involved in such tests and incidentally, there are also photographs of this engine with the name *Prince of Wales*.

As principal reason for the modification was to obviate the need to derive the motion from the connecting rod, which is the Achilles' heel of Joy valve gear, in the correspondence, I suggested an alternative arrangement to the one adopted. Rather than deriving both components of the Walschaerts valve gear from the leading wheel-set crank pin, which required that long slender rod and complex form of sideways restraint, this secondary component of the gear providing the lap and lead movement of the valve, could more easily have been derived from the crossheads, which is normal practice with this valve gear. The two components of the gear could then have come together at the valve spindles, as opposed to outside the frames, with a similar arrangement of rocking shafts between the two. This would of course, have placed some of the gear between the frames but, as I mention above, the principal reason for the modification was to remove the valve gear drive from the connecting rods. The primary component of the gear to drive the quadrant link could have remained the same, while that long slender rod driving the secondary component would not have been required. As designed, that rod required a large measure of restraint as at speed, there would have been considerable whip in its movement, along with a significant horizontal load on the sliding surfaces. Evidence that all was not well in this area are photographs that illustrate no fewer than three variations in the design of the motion bracket. As designed the bracket, along with the rocking shaft, would have had to take the load of both components of the valve gear, while in my suggestion, a significant amount would have been transferred to the crosshead, which would also reduce the load on the rocking shaft. Photographs also show different forms of balance in the leading wheel set. It is also worth highlighting the period of almost a year, between the first two conversions and the second two, again suggesting that there may have been design problems.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AT THE LONDON HIPPODROME TONIGHT TISHY MAKES HER DEBUT AS A FILM ARTIST–

The 'crossed rods' action of the Walschaerts gear was said to resemble the gait of a highly rated racehorse named *Tishy*, which had won a number of classical events but had a habit of changing its stride in mid-race. This contemporary cartoon may throw some light on the issue…

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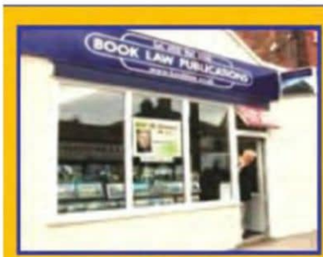
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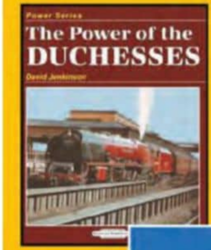
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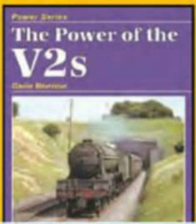
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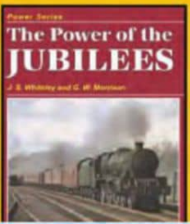
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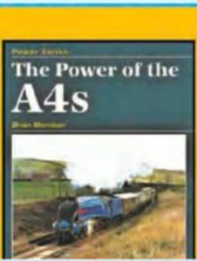
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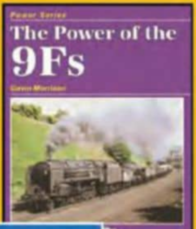
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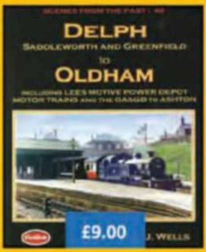
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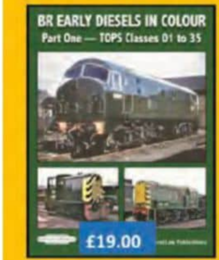
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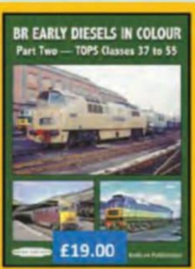
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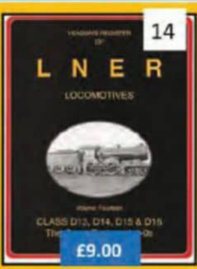
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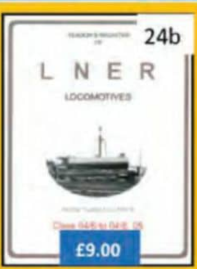
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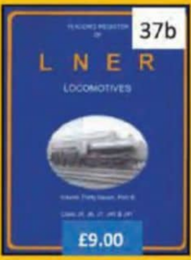
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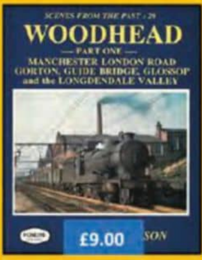
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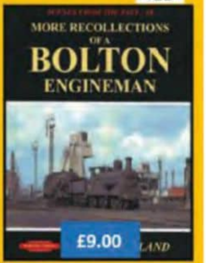
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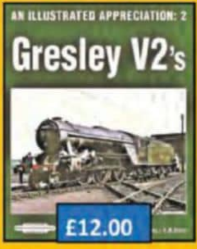
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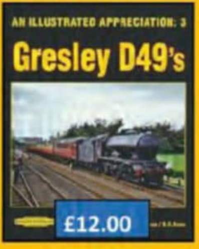
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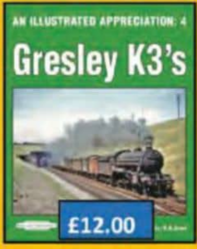
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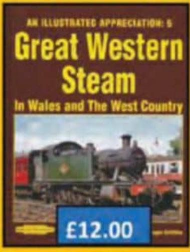
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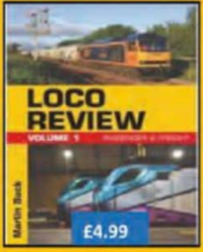
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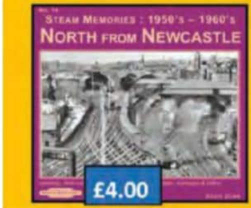
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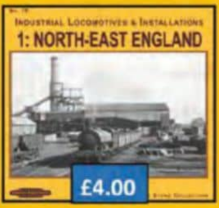
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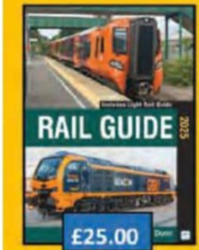
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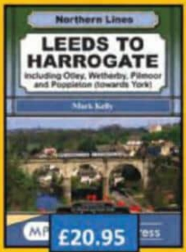
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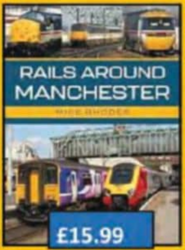
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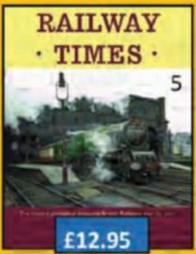
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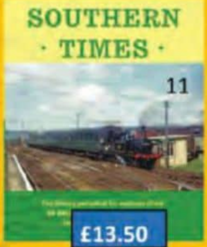
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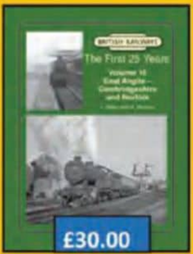
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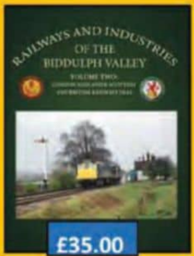
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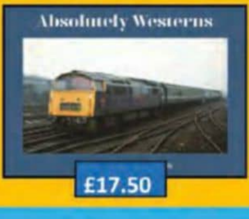
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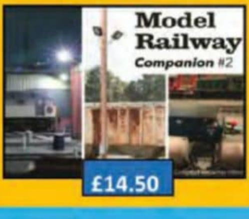
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